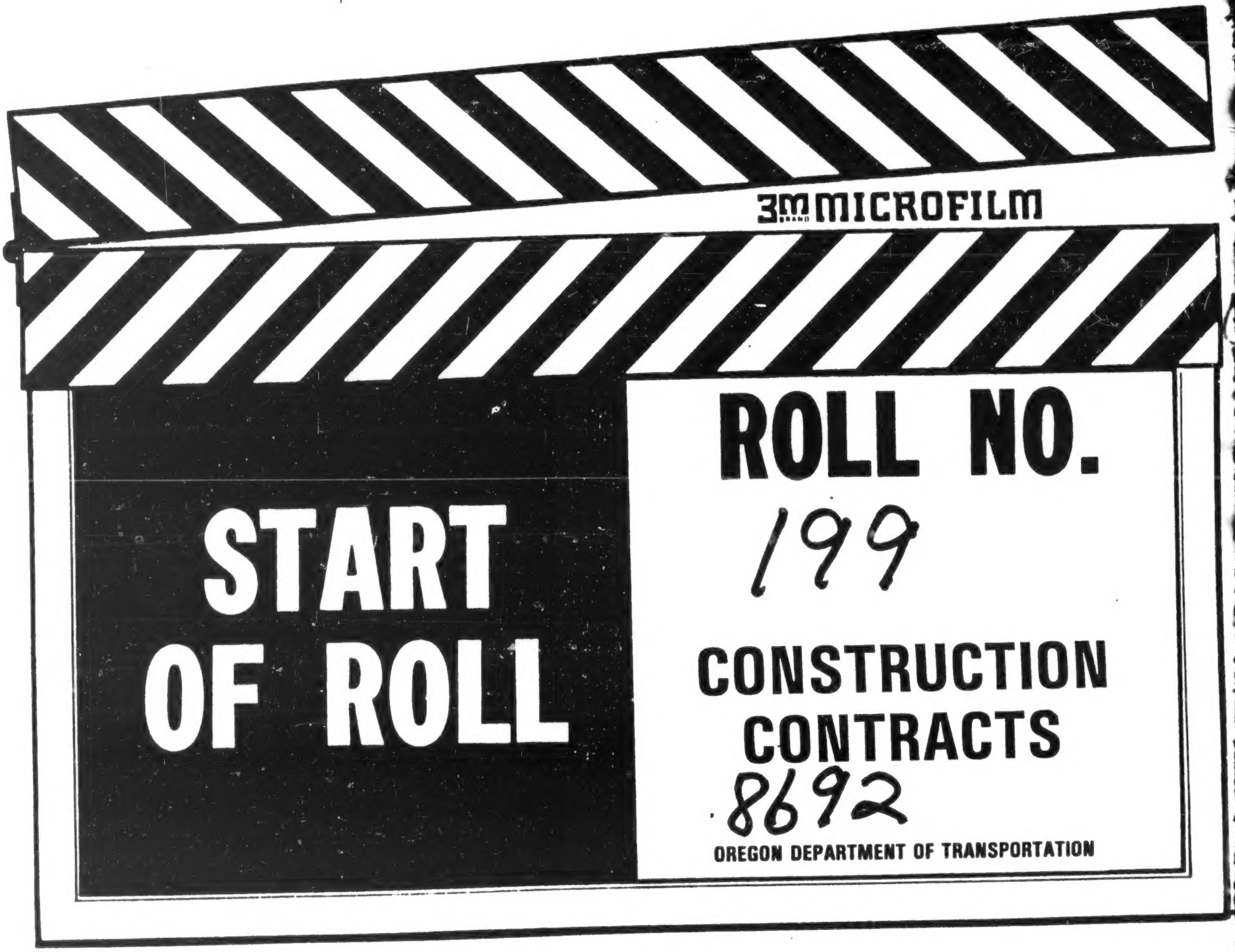


3M MICROFILM

START OF ROLL

ROLL NO.

199

CONSTRUCTION CONTRACTS

8692

OREGON DEPARTMENT OF TRANSPORTATION

8692 Hillsboro-Silverton Hwy. @ 1978
Oregon Way (Woodburn)
(Grading, paving & signals)

L

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

#8692

7-15-81

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Marion | DIVISION<br>Oregon |
| DATE OF REPORT<br>7-15-81 | REPORT MADE BY<br>Bill Kappus, Area Engineer | | PROJECT NO.<br>TQF-75(3) |
| COMPLETION DATE<br>10-19-81 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>3-22-79 | TIME ELAPSED<br>96 % | CONTRACT TIME<br>225 CD |
| APPROVED EXTENSIONS<br>— | LOCATION<br>See Below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HILLSBORO/SILVERTON HIGHWAY @ OREGON WAY
HILLSBORO/SILVERTON HIGHWAY
GRADING, PAVING, AND SIGNALS

This project is located on the Hillsboro-Silverton Highway in the city of Woodburn. The project provided for the installation of multiphase traffic actuated signals, the construction of left-turn lane channelization, and the grading, drainage, and paving necessary for the improvement.

The final project cost overran the orignal estimate by 17.4%. The additional cost resulted from a decision made at the final inspection to add additional signal heads to the fourth leg of two T-intersections.

The final inspection was made 12-05-78 and an inspection of the revised signals made 6-02-81.

RECEIVED
STATE HWY ENGR
JUL 20 '81
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

cy
7/20

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE Original Signed By<br>WILLIAM H. KAPPUS<br>Area Engineer | | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer | |
| TITLE<br>Area Engineer | DATE<br>7-16-81 | TITLE<br>Field Operations Engineer | DATE<br>7-17-81 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8692

L.

DATE: May 11, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Hillsboro/Silverton Hwy. @ Oregon Way (Woodburn)
Marion County
Contract No. 8692

The cost of this federal-aid grading, paving and signal project is expected to exceed the amount authorized by $24,100, or 17.2 percent.

After completion of the contract work, an inspection of the project revealed an unsafe condition in the traffic from commercial accesses entered two "T" intersections without benefit of signals. The accesses were signalized by State forces at a cost of approximately $22,000. This additional work also caused the project engineering to overrun by approximately $6,000.

The increased project cost is eligible for federal funding.

It is recommended that the authorization for this project be increased by $24,100 to a new total of $164,319.61. This matter will be on the consent calendar for the May 19 meeting.

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

#8692

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #8692

TO: H. S. Coulter
State Highway Engineer

DATE: May 6, 1981

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Hillsboro/Silverton Hwy. @ Oregon Way (Woodburn)
Marion County
Contract No. 8692

The contract work on this project was completed and accepted in 1978. The FHWA, however, refused to accept the project until additional signal work was performed by State forces. This additional work is nearing completion and a $24,100, or 17.2 percent, overrun of the project authorization is now apparent.

The FHWA refused to accept the project as designed because of unsignalized commercial accesses opposite two "T" intersections on the project. Considerable time was spent in designing a system that would be safe and acceptable to the property owners. The additional signal work performed by State maintenance forces is estimated to cost $22,000. This additional signal work was also the major contributor to an estimated $6,000 overrun in engineering funds.

The increased project cost is eligible for federal participation.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: C. O. Fredrickson
Warren Mueller
Robert Church

Scott?
Refused - didn't
they approve plans? yes, but they
did not show commercial access as
I remember them! —
HSC

8692

STATE COPY

L

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>3-57 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Marion |
| MODIFICATION NUMBER<br>2 | 2/27/81 | Project Number<br>TQF-F-75(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 5, 19 78,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 138,480.00 | $ 160,480.00 |
| Federal funds | $ 118,815.00 | 118,815.00 124<br>$ 18,876.00 010 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction costs under S.F.O. #3.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of February, 19 81.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XBy For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: E.J. Valach (actg.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 24, 1981

Federal Aid Project
No. TQF-F-75(3)

Hillsboro/Silverton Hwy. @ Oregon Way (Woodburn)
Hillsboro-Silverton Highway
Marion County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y031
Signals (Sta. 110+70 to Sta. 123+00)

| | | |
|---|---|---|
| Subtotal of previous estimate of March 13, 1979 | | $120,053.50 |
| Approved Additional Items<br>Modify Traffic Signal Installation | All Required | $ 22,000.00 |
| | Increase | $ 22,000.00 |
| | SUBTOTAL | $142,053.50 |
| | Engineering | 17,796.50 |
| | Engineering (Signal Testing) | 630.00 |
| | TOTAL | $160,480.00 |

Length of Project --------- 0.0 mi.

### SUMMARY OF FUNDS

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Signals | 124 | $138,480.00 | $118,815.00 | $19,665.00 |
| Signals | 010 | 22,000.00 | 18,876.00 | 3,124.00 |
| TOTAL | | $160,480.00 | $137,691.00 | $22,789.00 |

Group 1-100%
Contract No. 8692
Prefix No. 124-1030

8692

8

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>3-129 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Marion |
| MODIFICATION NUMBER<br>1 | 3-20-79 | Project Number<br>TQF-75(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 5, 19 78, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 129,851.00 | $ 138,480.00 |
| Federal funds | $ 111,412.00 | $ 118,815.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include additional costs under P.A #2 & 3 and increase in Construction Engineering Costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of March, 1979.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Asst. State Highway Engineer
*(Title)*

~~By~~ For H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Gen. file

Oregon State Highway Division
Salem, Oregon March 13, 1979

Federal Aid Project
No. TQF-75(3)

Hillsboro/Silverton Hwy. @ Oregon Way (Woodburn)
Hillsboro-Silverton Highway
Marion County

Revised Project Agreement Estimate

Type Code Y031
Signals (Sta. 110+70 to Sta. 123+00

| | | | |
|---|---|---|---|
| Subtotal of previous estimate of March 30, 1978 | | | $114,406.50 |
| Previous Estimate<br>Aggregate Shoulders | 240 Cu. Yd. | 18.00 | 4,320.00 |
| Revised Estimate<br>Aggregate Shoulders | 310 Cu. Yd. | 18.00 | 5,580.00 |
| Revise Conduits & Additional Wiring (P.A#2) | All Required | | 1,325.00 |
| Type "C" Curbs (P.A#3) | All Required | | 3,062.00 |
| | | | $ 9,967.00 |
| | Difference | | $ 5,647.00 |
| | Subtotal | | 120,053.50 |
| | Engineering | | 17,796.50 |
| | Engineering (Signal Testing)50% | | 630.00 |
| | | | $138,480.00 |

Length of Project. . . . . . . 0.0 mi.

| | |
|---|---|
| Federal Funds | $118,815.00 |
| State Funds | 19,665.00 |
| Total | $138,480.00 |

Group 1 - 100%
Contract No. 8692
Prefix 124-1030

8692

STATE COPY 9

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>4-44 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT**<br>4-5-78 | ite<br>Oregon<br>County<br>Marion<br>Project No.<br>TQF-75(3) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 214, 0.2 mi. E of I-5, E 0.2 mi. (Woodburn)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 2-1-78 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 86.8%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 129,851 | FEDERAL FUNDS<br>$111,412 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Ed Hunter

Technical Services Engineer
*(Title)*

By Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator APR 5 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 30, 1978

Federal Aid Project
No. TQF-75(3)

HILLSBORO/SILVERTON HWY. AT OREGON WAY (WOODBURN)
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

Project Agreement Estimate

Type Code Y031
Signals (Sta. 110+70 to Sta. 123+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 8,800.00 |
| Temporary Protection and Direction of Traffic | All Required | | 1,250.00 |
| Temporary Signs | 140 Sq. Ft. | $ 6.00 | 840.00 |
| Temporary Barricades | 4 Each | 100.00 | 400.00 |
| Temporary Plastic Safety Markers | 6 Each | 80.00 | 480.00 |
| Flagmen | 150 Hour | 20.00 | 3,000.00 |
| Removal of Structures and Obstructions | All Required | | 600.00 |
| General Excavation | All Required | | 2,200.00 |
| Trench Excavation | 71 Cu. Yd. | 6.50 | 461.50 |
| Aggregate Shoulders | 240 Cu. Yd. | 18.00 | 4,320.00 |
| Class "B" Asphalt Concrete | 1,260 Ton | 19.75 | 24,885.00 |
| 8-inch Sewer Pipe | 16 Lin. Ft. | 17.00 | 272.00 |
| 18-inch Sewer Pipe | 708 Lin. Ft. | 16.50 | 11,682.00 |
| Concrete Inlets, Type G-2 | 4 Each | 350.00 | 1,400.00 |
| Concrete Inlets, Type M-E | 1 Each | 780.00 | 780.00 |
| Adjusting Manholes | 5 Each | 95.00 | 475.00 |
| Sidewalk Ramps | 10 Each | 145.00 | 1,450.00 |
| Traffic Signal Installation, Complete | All Required | | 45,486.00 |
| Fire Pre-Emption System, Complete | All Required | (25%) | 2,625.00 |
| | | | $111,406.50 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | $ 2,000.00 |
| Temporary Erosion Control (E.W.) | All Required | 1,000.00 |
| | | $ 3,000.00 |
| | Subtotal | $114,406.00 |
| | Engineering | 14,814.00 |
| | Engineering (Signal Testing) (50%) | 630.00 |
| | Total | $129,851.00 |

Length of Project - - - - - - - - - - - - 0.00 Mile

| | |
|---|---|
| Federal Funds (85.8%) | $111,412.00 |
| State Funds | 18,439.00 |
| Total | $129,851.00 |

Group 1 100%

Contract No. 8692

Prefix: 124-1030

HILLSBORO/SILVERTON HWY. AT OREGON WAY
(Nonparticipating-State work)
(City of Woodburn Cost)

| | | | |
|---|---|---|---|
| Fire Pre-emption System, Complete | All Required | (75%) | $ 7,875.00 |
| Signal Controller Testing | All Required | (50%) | 630.00 |

2-5-81

#8692

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-F-75(3)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80038

FROM:
E. J. Valach, Acting Division Admin
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR.
FEB 10 '81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to: 2-10-81

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 2/1/78 | 1/12/81 | Primary 75 | Primary 140 |

GENERAL LOCATION:

HillsboroSilverton Highway at Oregon Way (Woodburn)

GENERAL DESCRIPTION OF WORK:

Modify traffic signal installation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX
XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1/12/81, as requested in Mr. Keasey's letter of 1/14/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $22,000 Federal Funds $18,876.

DATE 2/5/81

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1970-631-585

#8692

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TOF-F-75(3)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80038

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig to:
2-10-81

RECEIVED
STATE HWY ENGR
FEB 10 '81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

| | | |
|---|---|---|
| DATE PS&E APPROVED<br>2/1/78 | DATE AUTHORIZATION EFFECTIVE<br>1/12/81 | FEDERAL ROUTE NUMBER<br>Primary 75<br>STATE ROUTE NUMBER<br>Secondary 140 |

GENERAL LOCATION: Hillsboro/Silverton Highway at Oregon Way (Woodburn)

GENERAL DESCRIPTION OF WORK: Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/12/81 I approve the program change adding appropriation code 010, adding project prefix "F", and increasing construction costs to a TEC of $160,480 Federal Funds $137,691.

(Increase - appropriation code 010 - TEC $22,000 Federal Funds $18,876)

| | | |
|---|---|---|
| DATE<br>1/12/81 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. H | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 1-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8692

4

March 26, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On March 23, 1979, we wrote to you concerning release of final payment on Contract No. 8692 awarded to Cascade Construction Company, Inc. for work on the Hillsboro-Silverton Highway at Oregon Way in Woodburn, Marion County.

Final payment on this contract is $467.24 and the total contract amount is $122,283.66 including $191.09 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Rager, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

D

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
December 29, 1978
Salem, Oregon

FILE: 124-1030

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: FHWA Final Inspection Report
Hillsboro-Silverton Hwy.
@ Oregon Way

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

NOTED
H. S. COULTER

On December 26, 1978, you forwarded to this office a copy of the FHWA final inspection report on the traffic signal installed on the Hillsboro-Silverton Highway at Oregon Way. In this final inspection report was some criticism by the FHWA Area Engineer of the fact that no signalization was provided for a private entry onto the Highway across from a street intersection.

This narrative report was given to David Weaver, Region II Traffic Engineer, for his analysis. A copy of his report to me is attached for your information. Although we agree that the situation presented by an installation of this type is undesirable, I believe that the policies which have been adopted by the State Highway Division are reasonable, and that the legal implications of providing signalization for private entry ways with no contribution from the property owner may put us in jeopardy.

It would appear that a discussion with both the Traffic Engineer and the legal counsel would be in order before any change in this policy is attempted.

COF/gl
attachment
cc: L. E. George w/attach.

RECEIVED
STATE HWY ENGR
JAN 2 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

FHWA will withdraw
policy comments from Final
Inspection report. – they have
requested and may re-request a
meeting with appropriate people
to discuss our policy which
I indicated we would participate
in. — HSC

cy L.E. George
Sollis.
1-9-79

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 124-1030

INTER-OFFICE CORRESPONDENCE
December 28, 1978
Salem, Oregon

FROM: David R. Weaver
REGION II TRAFFIC ENGINEER

SUBJECT: Intermediate & Final
Inspection Report
Woodburn Signals

TO: C. O. Fredrickson
REGION II ENGINEER

The fifth paragraph of the narrative report on the Hillsboro-Silverton Highway at Oregon Way signalization project commented upon not signalizing private approaches to a state highway in a signalized intersection. At the present time, vehicles entering the Hillsboro-Silverton Highway from either Oregon Way or Country Club will have a green indication. Vehicles approaching from the private accesses must wait until it is safe to do so. If the accesses which are private were signalized the vehicles from the private access would have the same legal indication as those on the city street. If they were to be signalized and a vehicle left-turned in front of the vehicle coming from a private approach, there may be a legal question as to absolute right of way. In the past, our legal counsel has advised us that our policy of not signalizing private approaches within a signalized intersection was appropriate. Before modifying this policy, it would be well to discuss this again with our legal counsel before making a policy decision.

If in fact the Federal Highway Administration is going to be involved in the design of our transportation network, it would be well to have their legal counsel represented at that time.

DRW/rgl

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: CON 5 #8692

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 28, 1978

**FROM:** C. T. Keasey ~~T~~ Keasey
Construction Engineer

**TO:** H. S. Coulter
State Highway Engineer

**SUBJECT:** FHWA Final Inspection Report
Hillsboro-Silverton Hwy. at
Oregon Way
Traffic Signal Project
Contract No. 8692

As noted in the fourth paragraph of Mr. Kappus' report, dated 12/5/78, "All physical construction and materials incorporated into this project are considered to be in substantial compliance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended."

However, Mr. Kappus, a relatively inexperienced FHWA Area Engineer, seems to have suddenly become a designer, a traffic engineer and a policy maker for the Oregon Department of Transportation.

It is my opinion that comments and recommendations such as made by Mr. Kappus have no place in a report on a contract project which was completed and accepted. Such comments and recommendations should properly be made through his Division Office in an entirely separate letter.

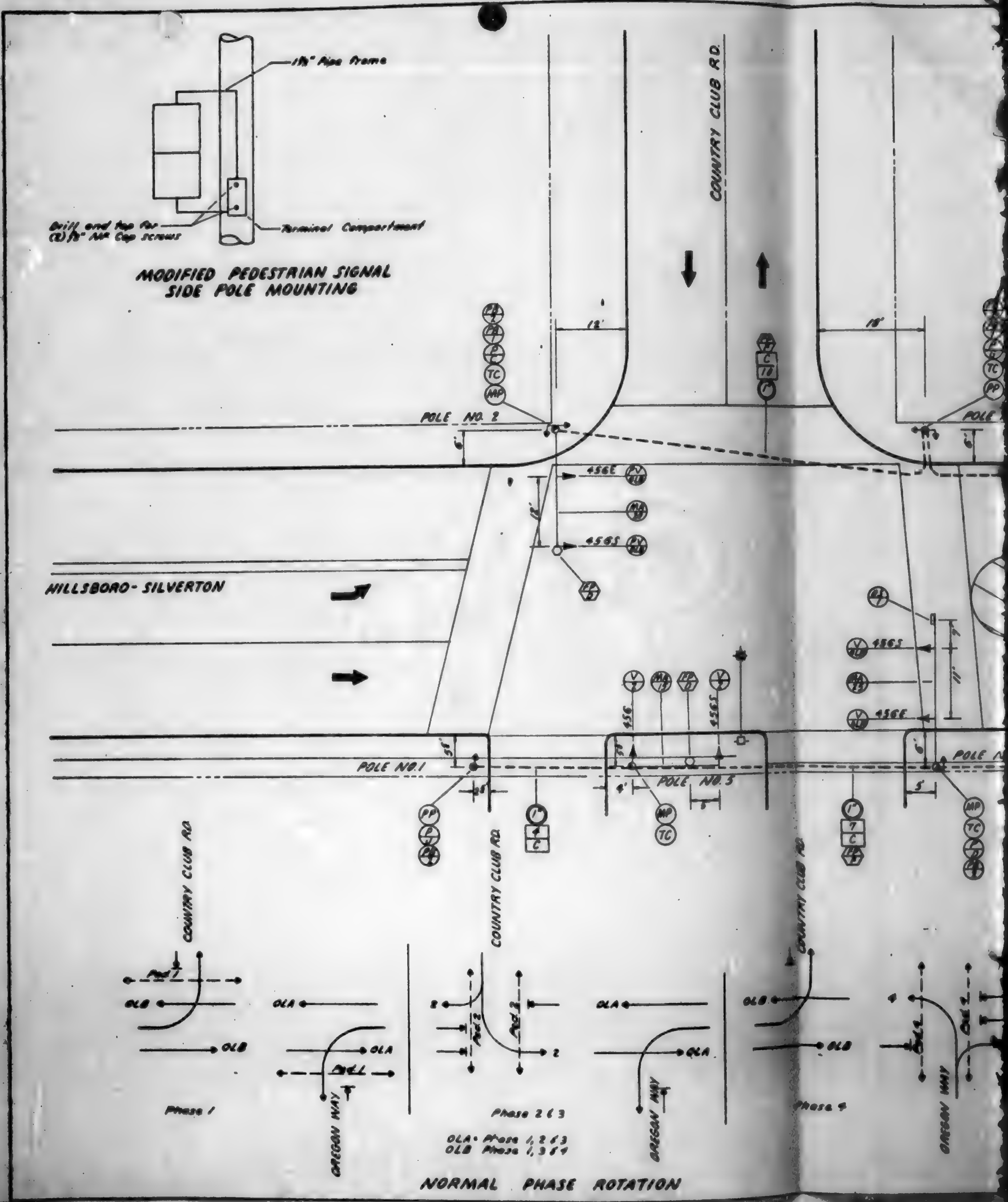
Ck w/ Fredrickson for his comments.

CTK:fr

RECEIVED
STATE HWY ENGR
DEC 28 '78
REFER TO
FOR

Comment on policy will be removed from Final Inspection

Traffic entering from private property must stop & yield. –


1½" Pipe frame
Drill and tap for
(2) ⅜" NF Cap screws
Terminal Compartment
MODIFIED PEDESTRIAN SIGNAL
SIDE POLE MOUNTING
COUNTRY CLUB RD.
12'
18'
POLE NO. 2
POLE
6'
6'
TC
MP
PP
456E
456S
HILLSBORO - SILVERTON
456S
456E
11'
POLE NO. 1
POLE NO. 3
POLE N
456
456S
MP
TC
C
5'
COUNTRY CLUB RD.
Ped 1
OLB
OLA
OLB
OLA
Ped 1
Phase 1
OREGON WAY
2
Ped 2
Ped 2
2
OLA
OLA
Phase 2 & 3
OLA = Phase 1, 2 & 3
OLB Phase 1, 3 & 4
OREGON WAY
OLB
OLB
Phase 4
4
Ped 4
Ped 4
OREGON WAY
NORMAL PHASE ROTATION

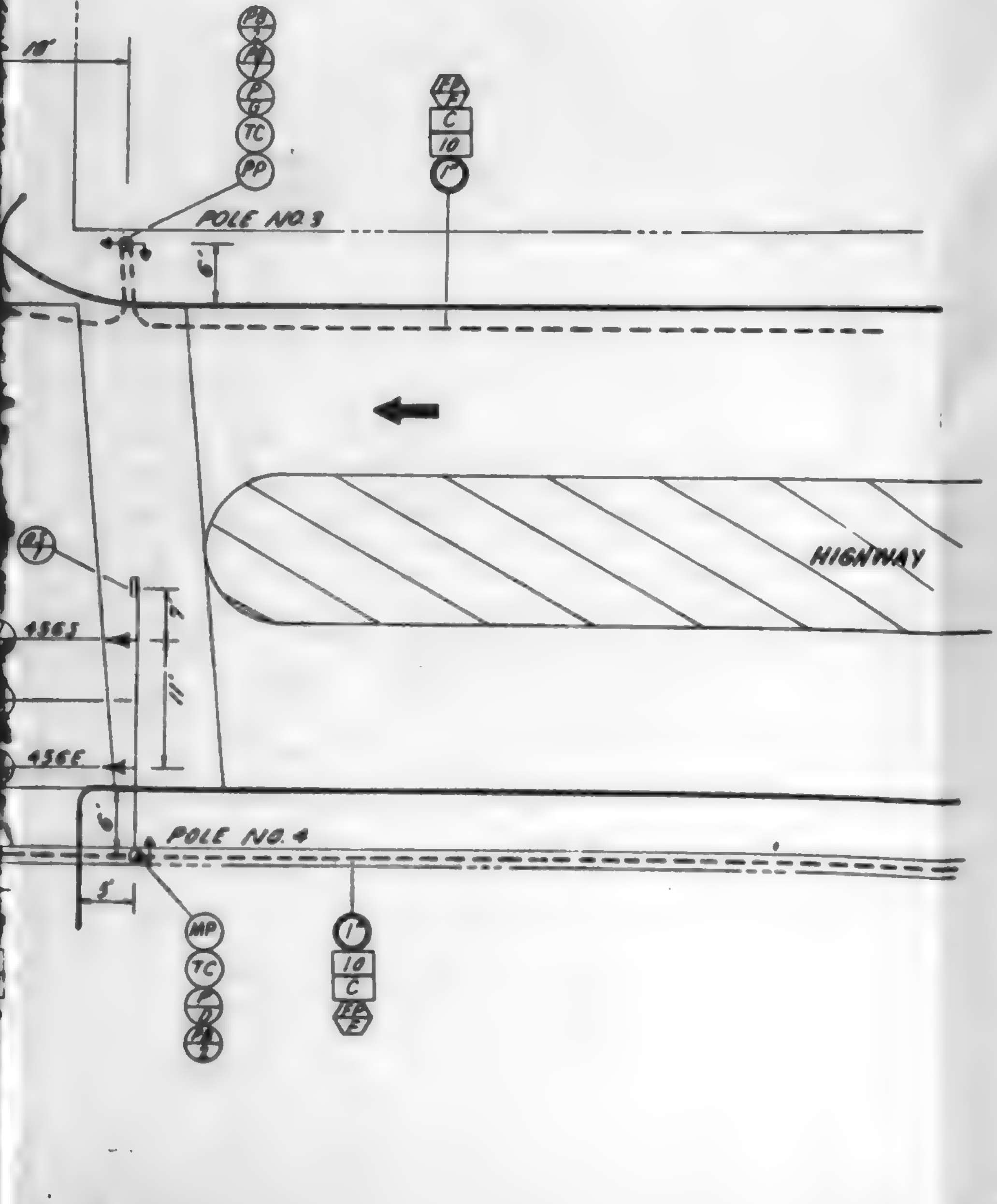
4238

## SIGNAL [illegible]STALLATION PLAN
## COUNTRY CLUB ROAD

SCALE
0
10
20
FEET
N

FOUNDATION DATA

| Pole No. | Foundation Depth | Vertical Reinforcement |
|---|---|---|
| 1 | 2' - 0" | None required |
| 2 | 5' - 0" | 8 - No. 6 Grade 40 or 60 |
| 3 | 2' - 0" | None required |
| 4 | 6' - 0" | 8 - No. 6 Grade 40 or 60 |
| 5 | 4' - 0" | 8 - No. 6 Grade 40 or 60 |

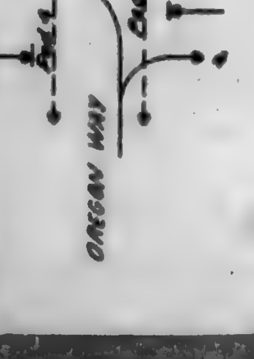


L E G E N D

Install (Ph) phase vehicle signal
Install (Ph) phase programmed vehicle signal
Install (T) modified type pedestrian signal
Install (Ph) phase pedestrian pushbutton with instructional sign
(TC) Install terminal cabinet
(MP) Install mast arm pole
Install (L) length foot mast arm
(PP) Install pedestrian pedestal with frangible base
Install one direction (phase) fire pre-emption sensor unit
(S) Install (S) inch electrical conduit

[N] Install (N) No. 12 type THWN wire
[C] Install one No. 10 type THWN wire (signal circuit common)
Install fire pre-emption detector cable
Install "YIELD TO ONCOMING TRAFFIC" sign (see detail)

456 = 12" R, 12" Y, 12" G
N = Number of wires
S = Size shown
T = Type shown
N = Number of conductors
Ph = Phase shown
G = AWG wire size
E = Elevator Plumbizer mounting
S = Standard plumbizer mounting



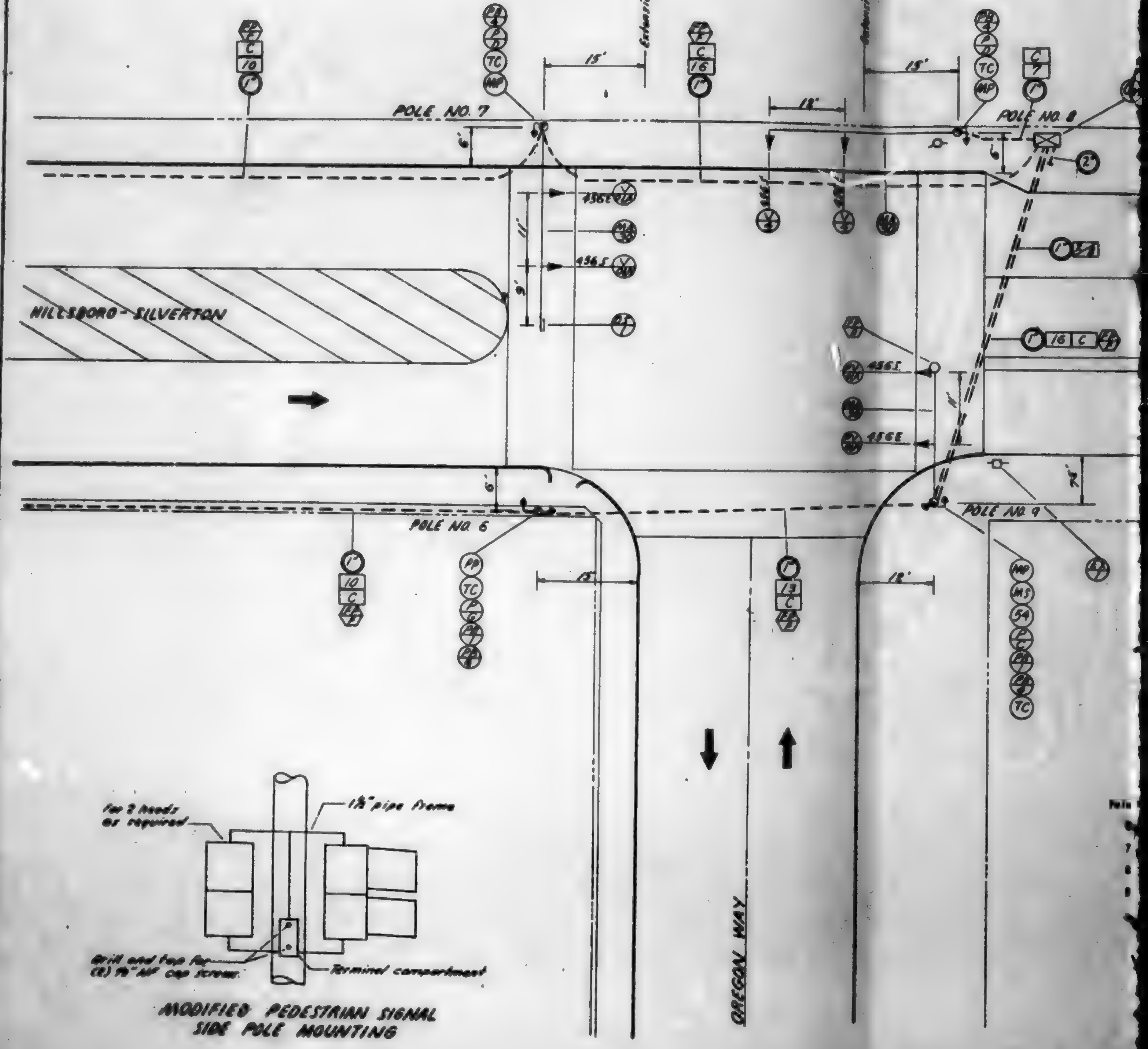
Phase 3 is a dummy timing phase
Phase 2 shall call phase 3

APPROVED
E. George
TRAFFIC ENGINEER
1/4/78
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
HILLSBORO-SILVERTON HWY AT OREGON [illegible]
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

DATE
Accompanied by T.E. Dwgs. No. 1970, 1971, 1972, 1973, 1488, 1489, 4238, 4240, 4241 & 3100G.

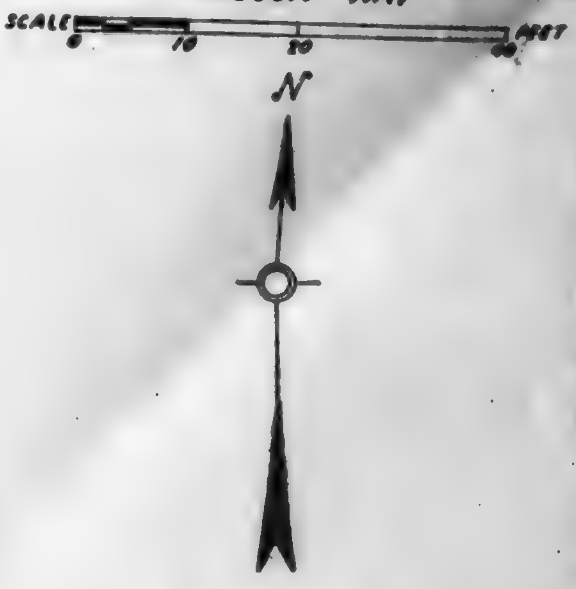
Dwg. No. 4238

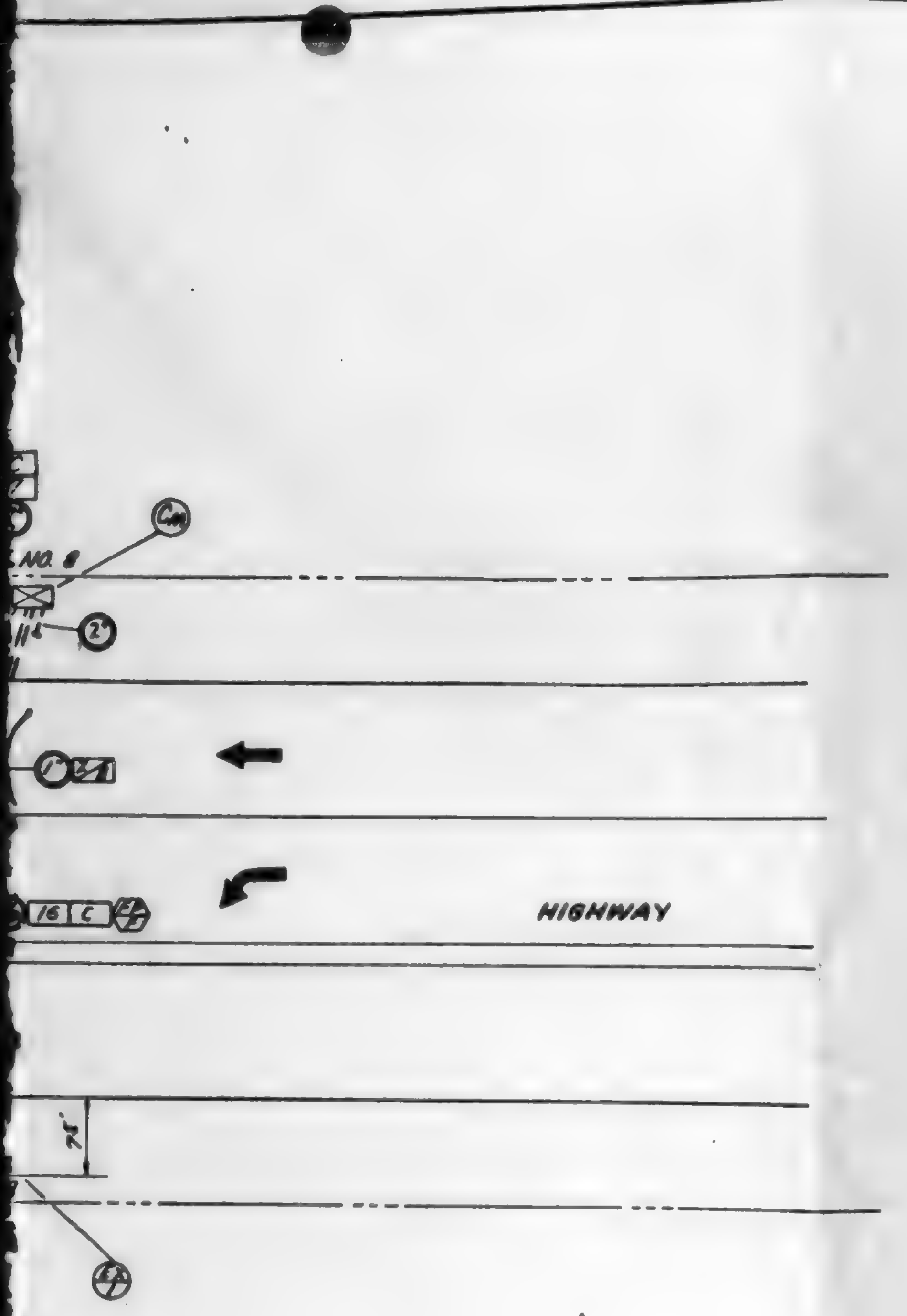

Extension of curb
Extension of curb
15'
15'
18'
POLE NO. 7
POLE NO. 8
POLE NO. 6
POLE NO. 9
6'
6'
6'
11'
9'
11'
15'
12'
456E
456S
456S
456E
456S
456S
TC
MP
C
10
16
13
7
1"
2"
PP
P
MS
54
HILLSBORO - SILVERTON
OREGON WAY
For 2 heads as required
1½" pipe frame
Drill and tap for (2) ⅜" NF cap screw
Terminal compartment

MODIFIED PEDESTRIAN SIGNAL
SIDE POLE MOUNTING

4239

## SIGNAL INSTALLATION PLAN
## OREGON WAY





### L E G E N D

| | |
|---|---|
| EX | Existing power pole (power source) |
| CM | *Install *four* phase fully actuated controller in type M cabinet |
| | *Install (PH) phase vehicle signal |
| | Install (ph) phase programmed vehicle signal |
| | Install (T) *modified type pedestrian signal* |
| | Install (PH) phase pedestrian pushbutton with instructional sign |
| MS | Install 120 volt meter service |
| 54 | Install service cabinet with 40 amp SPST circuit breaker |
| TC | Install terminal cabinet |
| MP | Install mast arm pole |
| | Install (L) length mast arm |
| PP | Install pedestrian pedestal with frangible base |
| | Install one direction (Phase) fire pre-emption sensor unit |
| S | Install (S) inch electrical conduit |
| | Install (N) No. (G) type TW wire |
| N | Install (N) No. 12 type THWN wire |
| C | Install one No. 10 type THWN wire (signal circuit common) |
| | Install fire pre-emption detector cable |
| | Install "Yield To Oncoming Traffic" sign (see detail) |

*456* = 12"R, 12"Y, 12"G
*G* = AWG wire size
*S* = Size Shown
*T* = Type Shown
*N* = Number of Conductors
*Ph* = Phase Shown
*X* = Number of Wires
*E* *Elevator plumbizer mounting*
*S* *Standard plumbizer mounting*

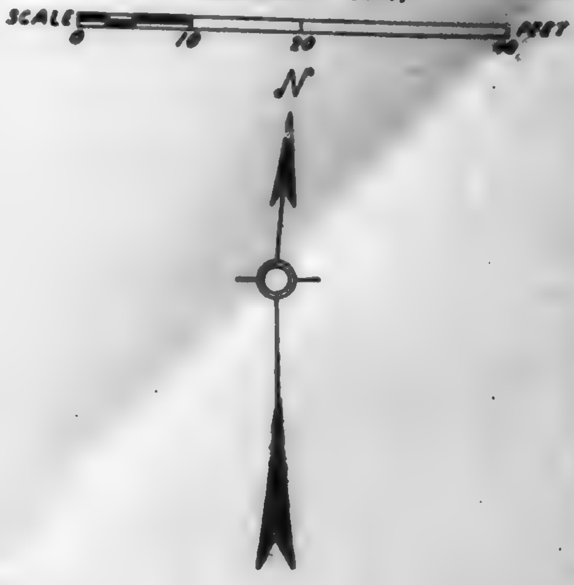
### FOUNDATION DATA

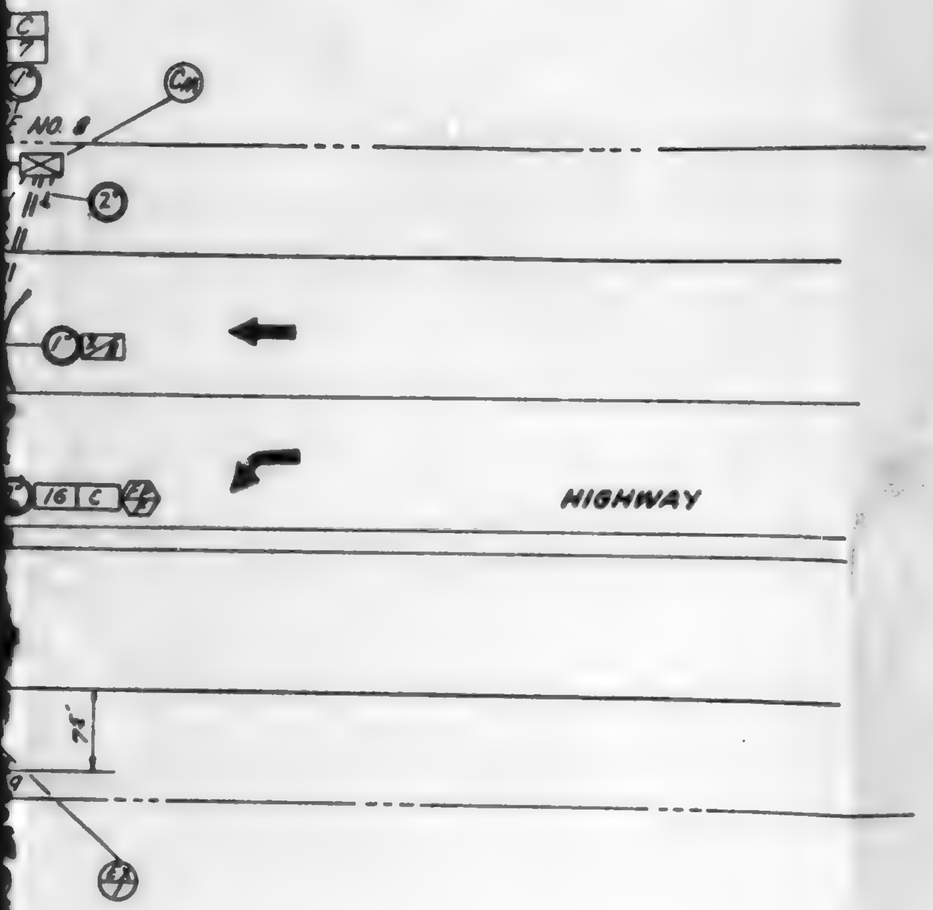
| Pole No. | Foundation Depth | Vertical Reinforcement |
|---|---|---|
| 6 | 2'-0" | None Required |
| 7 | 6'-6" | 8-No. 6 Grade 40 or 60 |
| 8 | 6'-6" | 8-No. 6 Grade 40 or 60 |
| 9 | 8'-0" | 8-No. 6 Grade 40 or 60 |

| | |
|---|---|
| APPROVED<br>E E George<br>TRAFFIC ENGINEER<br>1/4/78<br>DATE | OREGON STATE HIGHWAY DIVISION<br>TRAFFIC ENGINEERING SECTION<br>TRAFFIC SIGNAL INSTALLATION<br>HILLSBORO - SILVERTON HWY AT OREGON WAY [illegible] SEC.<br>HILLSBORO - SILVERTON HIGHWAY<br>MARION COUNTY |
| | DATE ______ |
| | T.E. DWG. NO. 4239 |

4239

# SIGNAL INSTALLATION PLAN
# OREGON WAY





## L E G E N D

| | |
|---|---|
| EX | Existing power pole (power source) |
| CM | *Install four phase fully actuated controller in type M cabinet |
| V/Ph | *Install (PH) phase vehicle signal |
| PV/ph | Install (ph) phase programmed vehicle signal |
| P/T | Install (T) *modified type pedestrian signal* |
| PB | Install (PH) phase pedestrian pushbutton with instructional sign |
| MS | Install 120 volt meter service |
| 54 | Install service cabinet with 40 amp SPST circuit breaker |
| TC | Install terminal cabinet |
| MP | Install mast arm pole |
| MA/L | Install (L) length mast arm |
| PP | Install pedestrian pedestal with frangible base |
| FP/D | Install one direction (Phase) fire pre-emption sensor unit |
| S | Install (S) inch electrical conduit |
| N/G | Install (N) No. (G) type TW wire |
| N | Install (N) No. 12 type THWN wire |
| C | Install one No. 10 type THWN wire (signal circuit common) |
| [illegible] | Install fire pre-emption detector cable |
| [illegible] | Install "Yield To Oncoming Traffic" sign (see detail) |

456 = 12"R, 12"Y, 12"G
G = AWG wire size
S = Size Shown
T = Type Shown
N = Number of Conductors
Ph = Phase Shown
N = Number of Wires
E *Elevator plumbizer mounting
S *Standard plumbizer mounting

FOUNDATION DATA

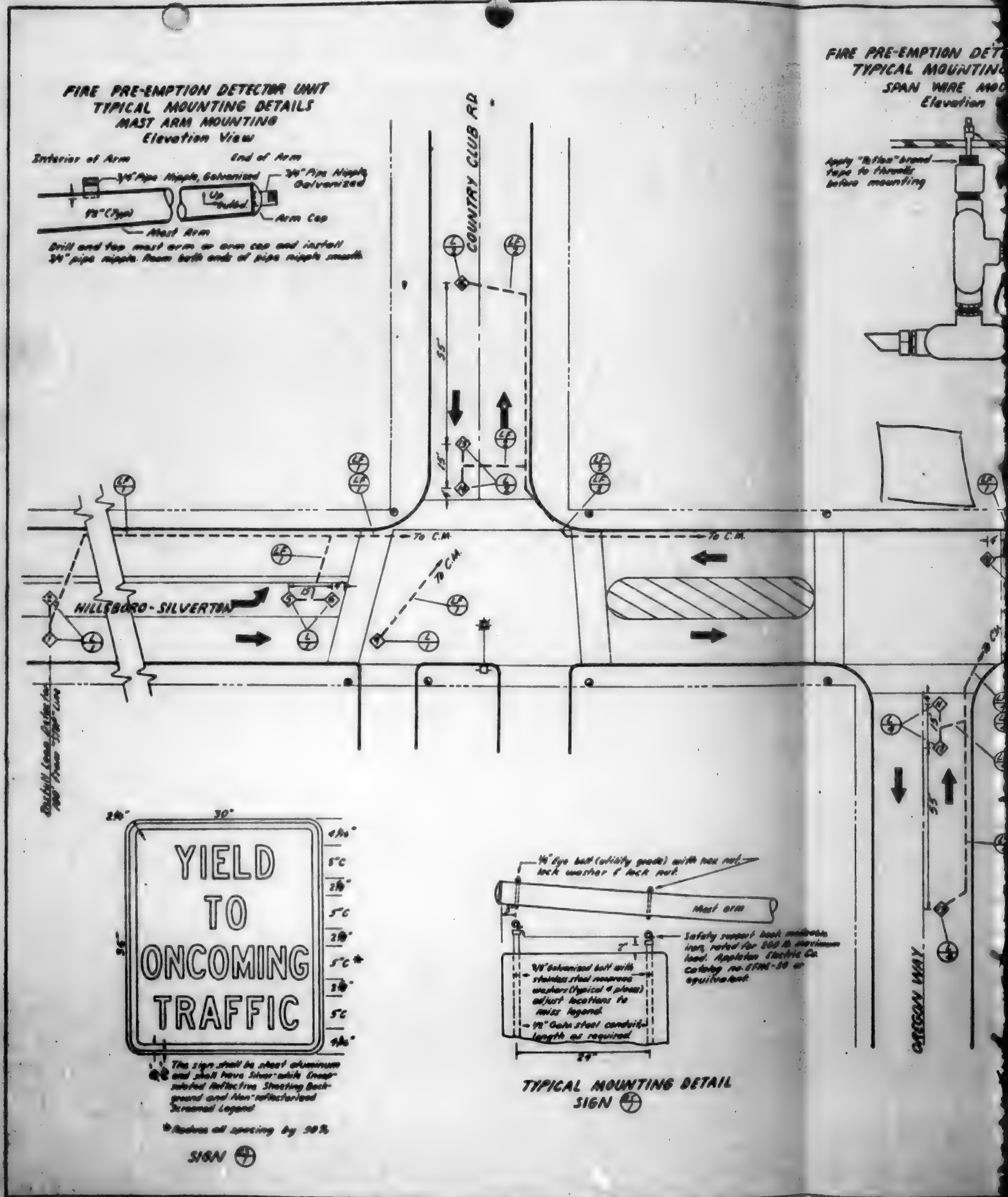
| Pole No. | Foundation Depth | Vertical Reinforcement |
|---|---|---|
| 6 | 2'-0" | None Required |
| 7 | 6'-0" | 8-No. 6 Grade 40 or 60 |
| 8 | 6'-6" | 8-No. 5 Grade 40 or 60 |
| 9 | 8'-0" | 8-No. 6 Grade 40 or 60 |

APPROVED
E. E. George
TRAFFIC ENGINEER
1/4/78
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
HILLSBORO - SILVERTON HWY AT OREGON WAY ([illegible]) SEC.
HILLSBORO - SILVERTON HIGHWAY
MARION COUNTY

DATE ________

T.S. [illegible] 4239



FIRE PRE-EMPTION DETECTOR UNIT
TYPICAL MOUNTING DETAILS
MAST ARM MOUNTING
Elevation View

Interior of Arm
End of Arm
3/4" Pipe Nipple, Galvanized
3/4" Pipe Nipple Galvanized
Up Sealed
1/2" (Typ)
Arm Cap
Mast Arm

Drill and tap mast arm or arm cap and install 3/4" pipe nipple. Ream both ends of pipe nipple smooth.

FIRE PRE-EMPTION DET
TYPICAL MOUNTIN
SPAN WIRE MOU
Elevation

Apply "Teflon" brand tape to threads before mounting

COUNTRY CLUB RD
HILLSBORO-SILVERTON
OREGON WAY
To C.M.
To C.M.
To C.M.
55'
15'
55'
15'

YIELD
TO
ONCOMING
TRAFFIC
30"
2½"
4½"
5"C
2½"
5"C
2½"
5"C *
2½"
5"C
4½"

The sign shall be sheet aluminum and shall have Silver-white Encapsulated Reflective Sheeting Background and Non-reflectorized Screened Legend

* Reduce all spacing by 50%

SIGN

3/4" Eye bolt (utility grade) with hex nut, lock washer & lock nut.
Mast arm
Safety support hook malleable iron, rated for 800 lb maximum load. Appleton Electric Co. Catalog no. EFHK-30 or equivalent.
3/8" Galvanized bolt with stainless steel neoprene washers (typical 4 places) adjust locations to miss legend.
1/2" Galv. steel conduit-length as required
2"
24"

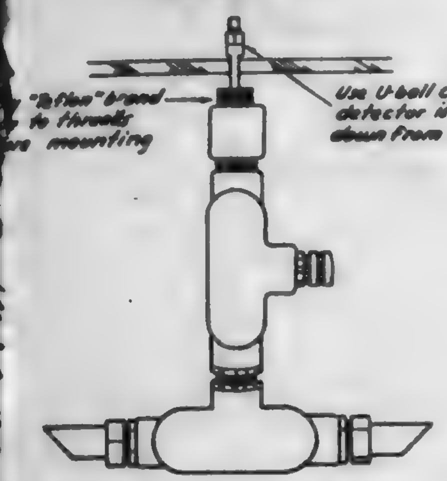
TYPICAL MOUNTING DETAIL
SIGN

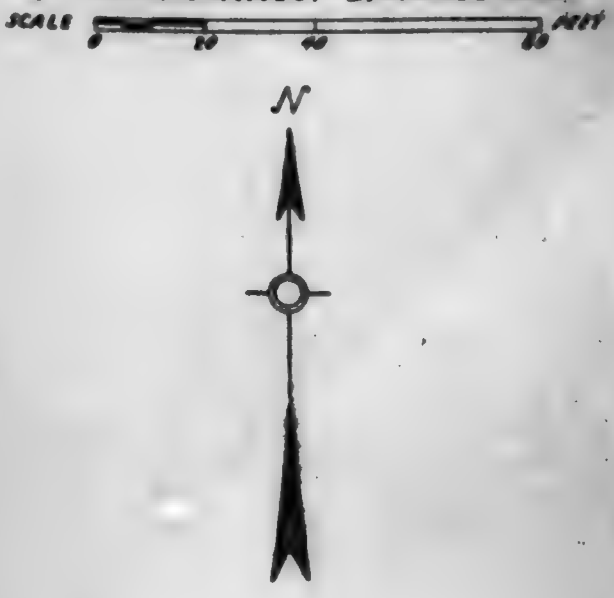
4240

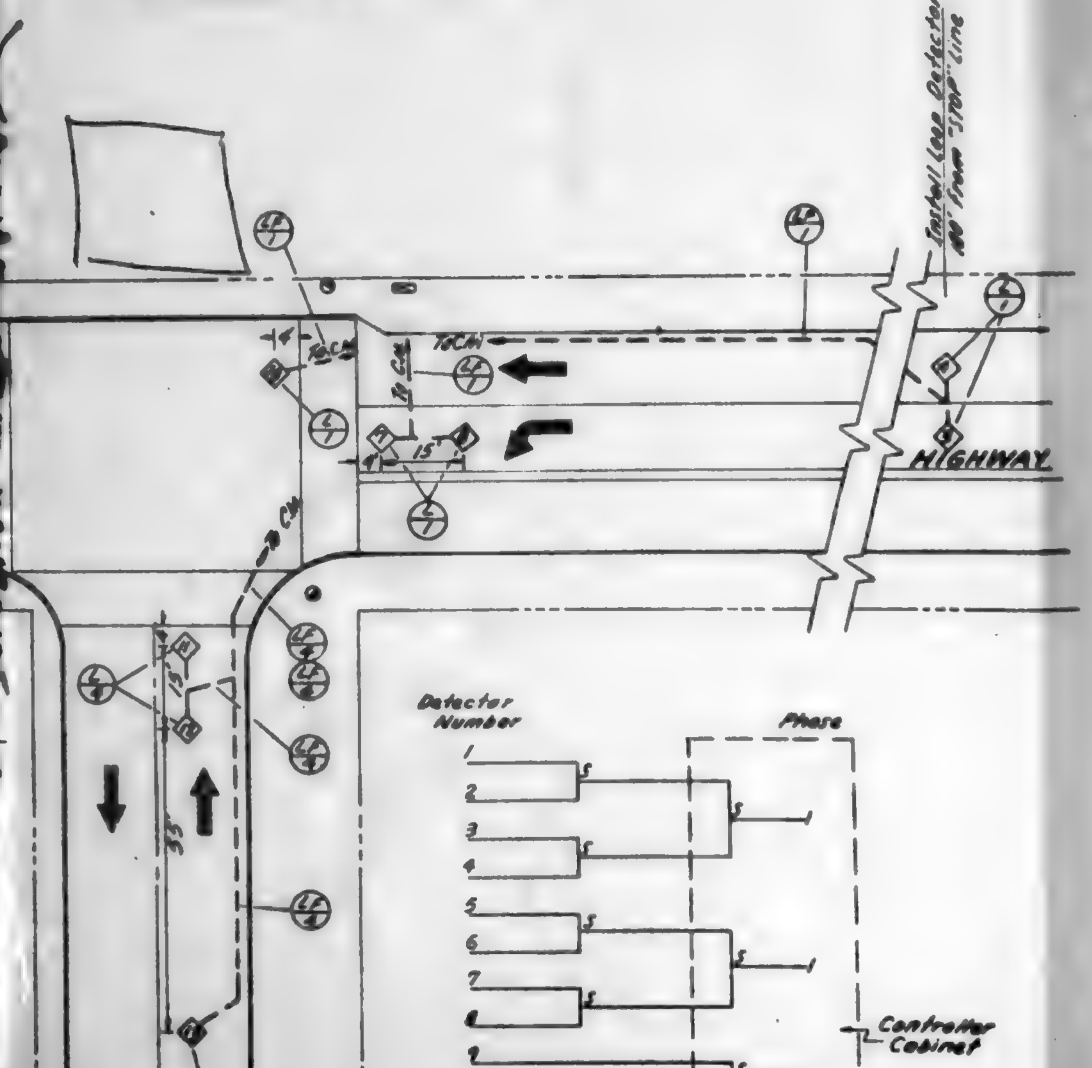
## DETECTOR INSTALLATION PLAN & INTERCONNECT INSTALLATION

## RE PRE-EMPTION DETECTOR UNIT TYPICAL MOUNTING DETAILS

SPAN WIRE MOUNTING
Elevation View

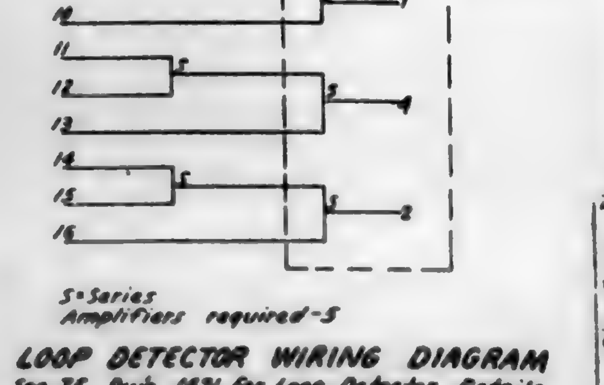

"Triflex" brand
to threads
re mounting
Use U-bolt clamp when detector is hung upside down from span wire.


SCALE
0
20
40
80
FEET
N


Install Loop Detector 100' from 'STOP' line
To CAB
To CAB
15'
15'
35'
HIGHWAY
OREGON WAY

**L E G E N D**

- Install (Ph) phase vehicle loop detector
- Install (Ph) phase loop detector feeder cable
- Ph = Phase


Detector Number
Phase
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
S
Controller Cabinet

S=Series
Amplifiers required-5

## LOOP DETECTOR WIRING DIAGRAM

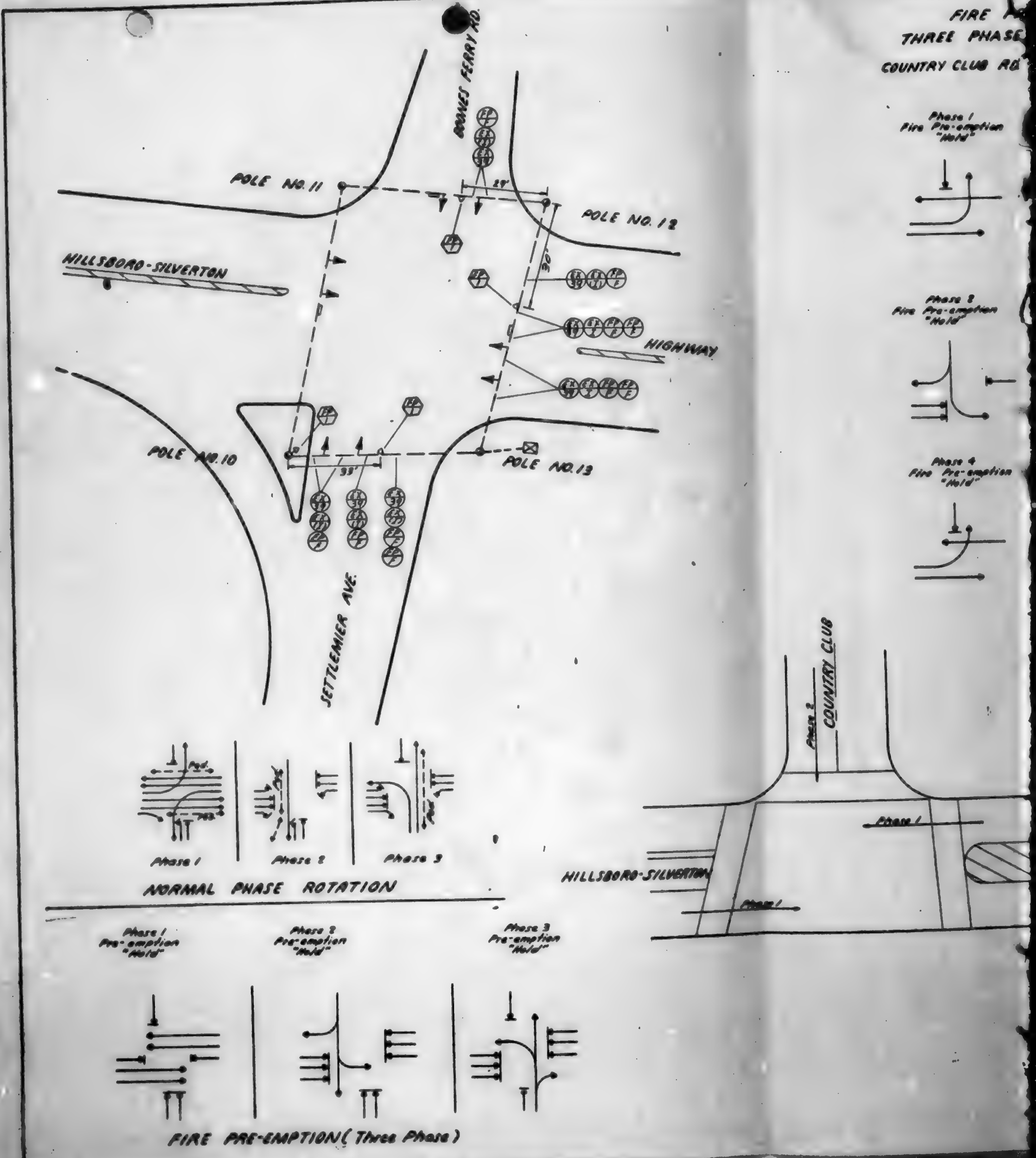
See T.E. Dwg. 1971 for Loop Detector Details

APPROVED
E.E. Gray
TRAFFIC ENGINEER
1/4/68
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
HILLSBORO-SILVERTON HWY AT OREGON [illegible]
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

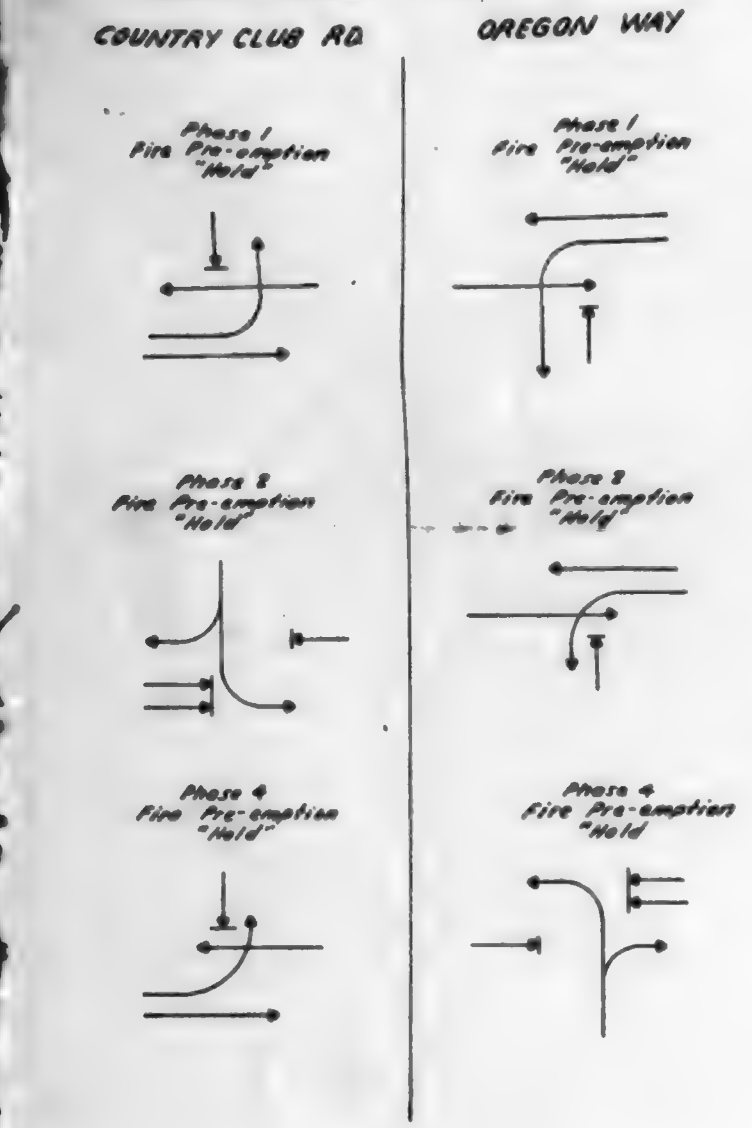
DATE

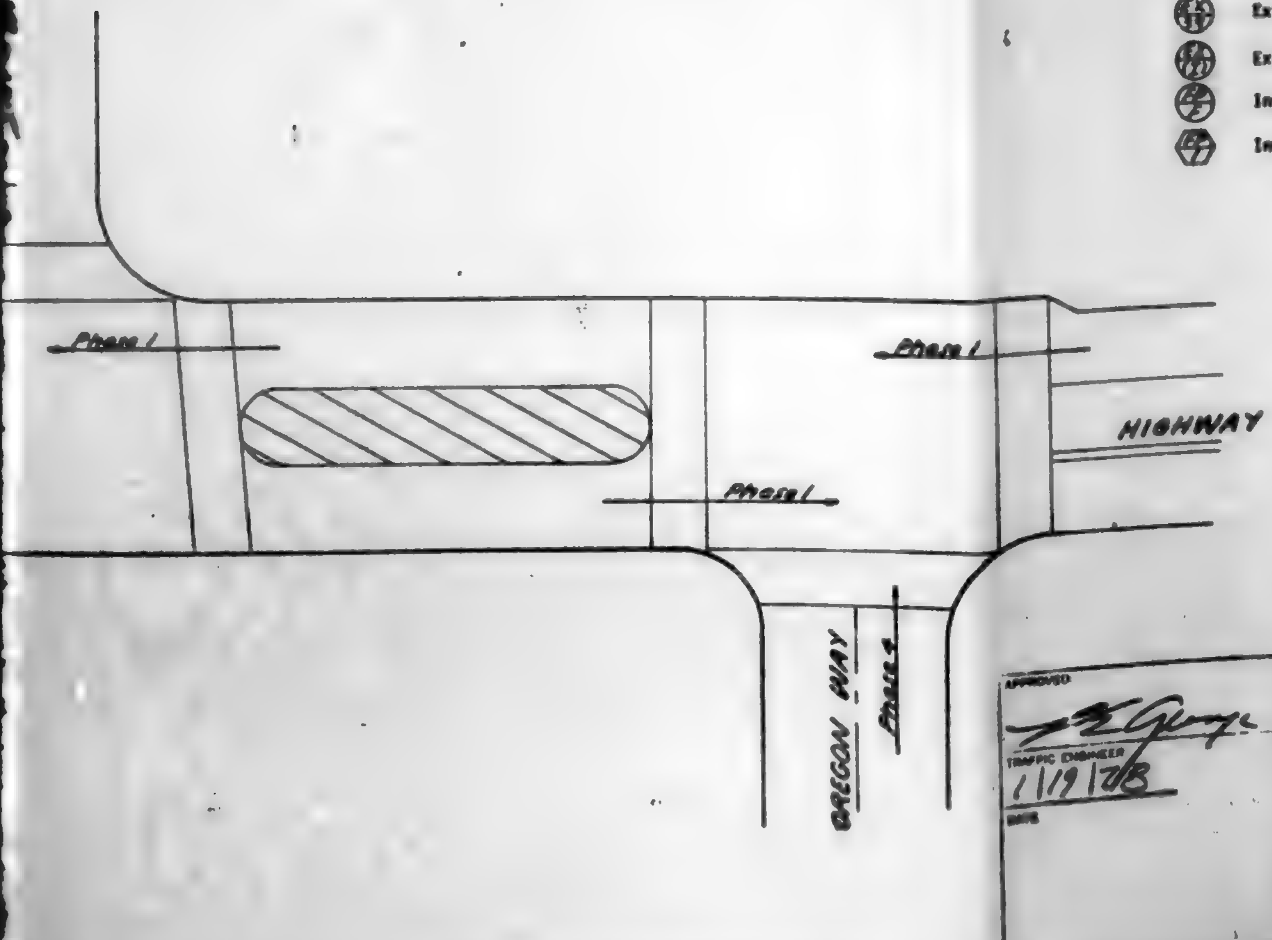
T.E. DWG. NO. 4240


FIRE P
THREE PHASE
COUNTRY CLUB RD
BOONES FERRY RD.
POLE NO. 11
POLE NO. 12
POLE NO. 10
POLE NO. 13
28'
30'
33'
HILLSBORO-SILVERTON
HIGHWAY
SETTLEMIER AVE.
Ped.
Phase 1
Phase 2
Phase 3
NORMAL PHASE ROTATION
Phase 1 Pre-emption "Hold"
Phase 2 Pre-emption "Hold"
Phase 3 Pre-emption "Hold"
FIRE PRE-EMPTION (Three Phase)
Phase 1 Fire Pre-emption "Hold"
Phase 2 Fire Pre-emption "Hold"
Phase 4 Fire Pre-emption "Hold"
COUNTRY CLUB
Phase 2
Phase 1
HILLSBORO-SILVERTON

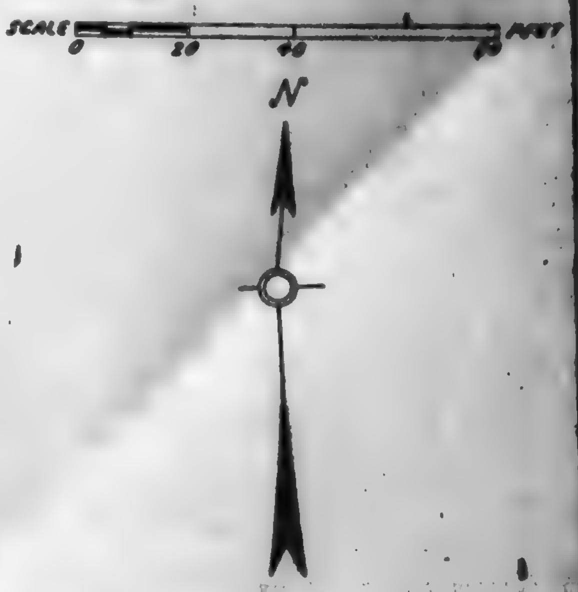
4241

# FIRE PRE-[illegible]PTION
## THREE PHASE SIGNAL OPERATION


COUNTRY CLUB RD.
OREGON WAY
Phase 1
Fire Pre-emption
"Hold"
Phase 1
Fire Pre-emption
"Hold"
Phase 2
Fire Pre-emption
"Hold"
Phase 2
Fire Pre-emption
"Hold"
Phase 4
Fire Pre-emption
"Hold"
Phase 4
Fire Pre-emption
"Hold"


Phase 1
Phase 1
HIGHWAY
Phase 1
OREGON WAY
Phase 4

## FI[illegible] PRE-EMPTION PLAN


SCALE
0
20
40
60
FEET
N

| FIRE PRE-EMPTION DETECTOR UNITS | | | | |
|---|---|---|---|---|
| | | Detector Unit | | |
| Intersection | Pole No. | Type | Phase | Location |
| Country Club Road | 2 | 1-Way | 1 | Mount at End of Mast Arm |
| Country Club Road | 5 | 1-Way | 2 | Mount 5 feet from End of Mast Arm |
| Oregon Way | 9 | 1-Way | 1 | Mount at End of Mast Arm |
| Boones Ferry Road | 10 | 1-Way | 1 | Mount on Pole, Mounting Height 25 feet |
| Boones Ferry Road | 10 to 13 | 1-Way | 2 | Mount on Span Wire 33 feet from Pole No. 10 |
| Boones Ferry Road | 12 to 13 | 1-Way | 1 | Mount on Span Wire 30 feet from Pole No. 12 |
| Boones Ferry Road | 11 to 12 | 1-Way | 4 | Mount on Span Wire 25 feet from Pole No. 12 |

### L E G E N D

- Existing 3/8" Galv. messenger cable
- Existing signal control cables
- Install fire pre-emption detector feeder cable
- Install fire pre-emption one direction detector unit

APPROVED
E. George
TRAFFIC ENGINEER
1/19/78
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
HILLSBORO-SILVERTON HWY. AT OREGON [illegible]
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

DATE

T.S. PLAN NO. 4241

8692

D

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

**DATE:** December 14, 1978

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Construction Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. TQF-75(3)

Contract 8692, Work Completed October 19, 1978
Project Hillsboro/Silverton Hwy.@ Ore.Way (Woodburn)
Highway Hillsboro-Silverton
County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Dec. 5, 1978

G. K. H
for G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 4 -'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inlees
RECEIVED
JAN 3 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

Form 81-734-3122 (Rev. 7-77)

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# INTERMEDIATE AND FINAL INSPECTION REPORT

NOTED
H. S. COULTER

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Marion | DIVISION<br>Oregon |

IN COMPANY WITH: See below

NOTED
H. S. COULTER

| | | |
|---|---|---|
| DATE OF INSPECTION<br>12/5/78 | INSPECTION MADE BY<br>W. H. Kappus, Area Engineer, and<br>Aramis Lopez, FHWA Engr. Trainee | PROJECT NO.<br>TQF-75(3) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>96 % | WORK COMPLETED<br>100 % |

## HILLSBORO/SILVERTON HWY. @ OREGON WAY
## HILLSBORO/SILVERTON HWY.
## Grading, Paving, & Signals

This project is located on the Hillsboro-Silverton Hwy. in the City of Woodburn. The project provided for the installation of multiphase traffic actuated signals, the construction of left-turn lane channelization, and the grading, drainage, and paving necessary for the improvement.

The contract was awarded to Cascade Construction Co., Inc. on February 27, 1978 for a contract amount of $119,281.50. Work started on April 11, 1978 and was completed on October 19, 1978. There were no major overruns or underruns and no contract claims are anticipated.

On December 5, Mr. Lopez and I, and the following people, made a final inspection of the completed project: Dave Weaver, Region Traffic Engineer, OSHD; Ted Litchfield, Region Construction Engr., OSHD; Warren Mueller, Resident Engineer, OSHD; Butch Parker, Assistant Resident Engineer, OSHD; Bob Crichton, City of Woodburn.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

This project primarily provided for signalizing two "T" intersections separated approximately 110 feet on the Hillsboro-Silverton Hwy. The fourth leg in the Oregon Way intersection is a private access to a service station. At Country Club Road, there are two private accesses to businesses within the signalized intersection.

Signal heads for the fourth leg of these intersections were not installed because the businesses involved (private accesses) would not pay for the

RECEIVED
JAN 18 [illegible]
TRAFFIC ENGINEERING

(continued)

FORM FHWA-1448 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

Final Inspection (cont.)

additional signal equipment. As a result, vehicles are entering these intersections from the private accesses without the benefit of a signal indication, jeopardizing their safety as well as those on the main line who enter the intersection not expecting the conflict that may occur. It is my opinion that the primary function of a signal installation, that of providing for the safe and efficient movement of all vehicles and pedestrians through a recognized conflict area, was not accomplished with this installation. I recommend that action be taken to correct this unsafe situation prior to final project acceptance.

RECEIVED
STATE HWY ENGR
JAN 18 '79
REFER TO
~~L.E [illegible]~~
FOR
Info Inves R/D D/R Sign Act File

Please D/D letter to FHWA objecting to comments and conflicting recommendation (?)

cy Kessey
1/24

Difference is one is contract acceptance and other is project acceptance
LC

8692

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: HILLSBORO/SILVERTON HWY. @ OREGON WAY(WOODBURN) | WEEK ENDING: 10/21/78 | SECTION PREFIX: 124-1030-900 |
| HIGHWAY: HILLSBORO/SILVERTON | COUNTY: MARION | |
| NAME OF JOB: (WOODBURN) HILLSBORO/SILVERTON HWY.@ OREGON WAY | KIND OF WORK: GRADING, PAVING, SIGNALS | |
| CONTRACTOR: CASCADE CONSTRUCTION COMPANY | CONTRACT NUMBER: 8692 | FEDERAL AID PROJECT NUMBER: XXX TOF-75(3) |
| DATE OF CONTRACT: XXXXXXX 2/27/78 | DATE WORK STARTED: 4/11/78 | ESTIMATED COMPLETION DATE: 10/20/78 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: | SPECIFIED WORK DAYS: | WORK DAYS USED: |
| | SPECIFIED CALENDAR DAYS: 225 | CALENDAR DAYS USED: 216 |
| | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 96 |
| PROJECT AUTHORIZATION: $ 140,219.61 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 129,100.87 | ENGINEERING AUTHORIZATION: $ 11,118.74 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: ? |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 129,100.87 | ENGINEERING COST TO DATE: $ 8,500.00 | DATE PROJECT WAS COMPLETED: |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN ____% | PERCENT OF AUTHORIZATION: 76 % | 10/19/78 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 15 | Cloudy | 212 | | |
| MONDAY | 16 | Ptly Cloudy | 213 | | |
| TUESDAY | 17 | Cloudy | 214 | | |
| WEDNESDAY | 18 | Clear | 215 | | |
| THURSDAY | 19 | Clear | 216 | | COMPLETION DATE, LAST REPORT |
| FRIDAY | | | | | |
| SATURDAY | | | | | |

RECEIVED
OCT 25 1978
CONSTRUCTION BRANCH
Kenney
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | NO ACTIVITY |
| TUESDAY | WORKING ON PROGRAMABLE SIGNAL HEADS |
| WEDNESDAY | MAKING OPTICOM HOOK-UP IN CONTROLLER CABINET |
| THURSDAY | COMPLETION DATE<br>INSTALLED CONTROLLER, TURNED ON AT XX 11:00 A.M.- OFF AT 2:30 P.M. |
| FRIDAY | State Crews Modified Signal Equipment & returned Signals to operation |
| SATURDAY | |

## REMARKS

JOB STATUS: COMPLETE- LAST REPORT

SIGNED Warren E Mueller LOCATION

WARREN E. MUELLER, RES. ENG., SALEM

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

81-92

8

RECEIVED
STATE HWY ENGR
SEP 15'78
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

September 15, 1978

9-15-78
cy Richardson

Mrs. Wendel Lechner
2355 West Hayes No. 23
Woodburn, Oregon 97071

Dear Mrs. Lechner:

The traffic signal at the intersection of Highway 214 and Oregon Way was placed under contract by the Highway Division of the Oregon Department of Transportation on February 27, 1978. Since that time, the contractor has been assembling the material for this particular installation and has contructed the majority of the facilities necessary for its operation.

The traffic controller is a complex piece of equipment, and has been unsuccessful in passing tests to assure that the signal would function properly. So there will be a delay of another week.

Striping and legend work on the highway system is scheduled separately from patching work in order to take advantage of the best possible weather, and the best coordination of our traveling crews. Occasionally, this results in someone painting an area before it is patched, though we try hard to minimize that as much as possible.

Although this may appear to be a waste of effort, the Highway Division assures me that in the overall coordination of these two activities, it is not economical to stop all striping and legend work until the end of the patching season.

Please be assured that the work on both the traffic signal and the replacement of the crosswalk striping will be completed as soon as the equipment is available, and the weather permits.

Sincerely,

Governor

RWS:sg

bc: Highway Division ✓

PLEASE RETURN
ORIGINAL LETTER

RECEIVED
SEP 11 1978
Governor's Office

Please prepare draft reply
for Governor's signature
by 9/19
Thank you.

001242

Hwy

Sept 7, 1978
Woodburn Or

Dear Gov. Straub:-

When is Woodburn going to get the signal lights on 214 and Oregon way so pedestrians and bycycles can get across? Three weeks ago the highway dept repainted the cross walk on 214 at Evergreen St. That has been a cross walk for some time. The next day the highway trucks came with black asphalt and covered it over. Now every time any one crosses we risk being run down by trucks and cars coming from the north over the over pass and from the south coming under it plus the interchange from 99.E. No one obeys the speed limit or stops for people on foot. The lights are installed and could be made ready in a short time so why can't we have them. I have stood waiting to cross while more than one hundred cars went past - Please Hurry the work on it !!

Sincerely
Mrs Wendel Loehner
2355 - We Hayes #23
Woodburn Oregon 97071

RECEIVED
SEP 11 1978
OFFICE
DIRECTOR of TRANSPORTATION

8

cc: State (H. S. Coulter

# STATE COPY

INITIAL REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Marion | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>7-13-78 | INSPECTION MADE BY<br>W. H. Kappus, Area Engineer | | PROJECT NO.<br>TQF-75(3) |

IN COMPANY WITH Warren E. Mueller, Resident Engineer, OSHD

LOCATION This project is located on SR 214 (Hillsboro/Silverton Hwy.) 0.2 miles east of Interstate Hwy. 5 and extends east 0.2 miles.

JUL 28 '78
REFER TO
File
Act
Sig
D.O.
R/O
Inves

7-28-78
cy Keasey

CONTRACTOR NAME AND ADDRESS Cascade Construction Company, Inc., P.O. Box 4267, Portland, OR 97208

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>2-27-78 | CONTRACT AMOUNT<br>$119,281.50 | TIME ALLOWED<br>225 days | TIME STARTED<br>7-11-78 | WORK STARTED<br>4-11-78 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>53% | WORK COMPLETED<br>42% | |

REMARKS

HILLSBORO/SILVERTON HWY. @ OREGON WAY (WOODBURN)
HILLSBORO/SILVERTON HWY.
Grading, Paving & Signals

This project is located on the Hillsboro-Silverton Hwy. in the City of Woodburn. The work consists of the installation of multiphase traffic actuated signal, the construction of left turn lane channelization and the grading, drainage and paving necessary for the improvement.

## Scope of Inspection

This inspection covered a review of the construction work accomplished to date and of the contract administration.

## Work Completed

The contractor began work on April 11. Work accomplished to date includes the installation of conduit and the 18" sewer pipe and the pouring of the concrete curbs, bike ramps, signal pole bases, and drainage inlets. Placement of base material and some of the paving have also be accomplished.

## Work in Progress

Work in progress at the time of the inspection involved the sawing of the pavement for the installation of the signal actuating loops.

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

## Findings and Recommendations

Some minor deficiencies in the project records were noted. Corrective actions are being taken. Work completed to date is satisfactory. Project staffing was reviewed and appears adequate as was the construction signing and temporary traffic control.

8672

140

Salem, Oregon
July 14, 1978

J. E. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

Hillsboro-Silverton Hwy. @Oregon
Way (Woodburn) Section
Hillsboro-Silverton Highway
Marion County

Attached are 2 Files (4 Parcels), an authorization and prints of 1R-4-667 covering signal pole easements which are required for the subject contract project.

The signal pole bases have been constructed and were covered by Permits of Entry, which are also attached along with your correspondence pertaining to this matter.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.
cc: Warren Richards,
Const. Office Coordinator

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8692

Salem, Oregon
June 13, 1978

Warren Richards

FROM: Warren Richards
Construction Office Coordinator

TO: J. H. Versteeg
Head of Engineering

Attention: Floyd Scott

SUBJECT: Pole Base Locations
Hillsboro-Silverton Highway @
Oregon Way (Woodburn)
Contract No. 8692

The back edge of the sidewalk is along southerly R/W of the Hillsboro-Silverton Highway at the location of the subject project. As indicated by the attached field notes, pole base Nos. 1, 4, 5, 6 and 9 have been installed beyond the R/W line.

Although the installations have the consent of the property owners, easements should be obtained.

Please take appropriate action.

WR:fr

Att.

cc: Robert Royer
Warren Mueller

NOTED
FLOYD O. SCOTT
6-13-78

Hillsboro - Silverton
@ Oregon Way (Woodburn)

○ IP ?   • Sta

6-19-78

N. Davis
P. Fields
S. Lehman

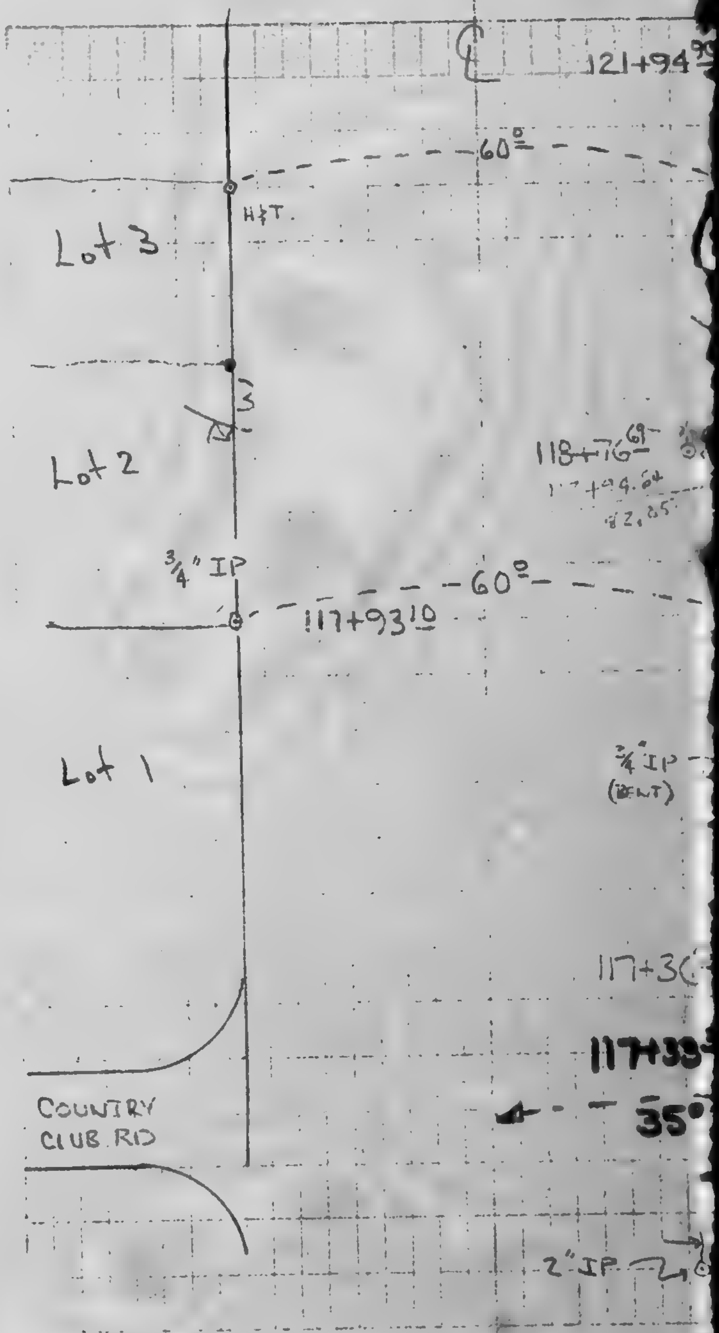
$121+20$

$118+76^{69}$

$117+93^{10}$

$117+36^{50}$

$116+90$

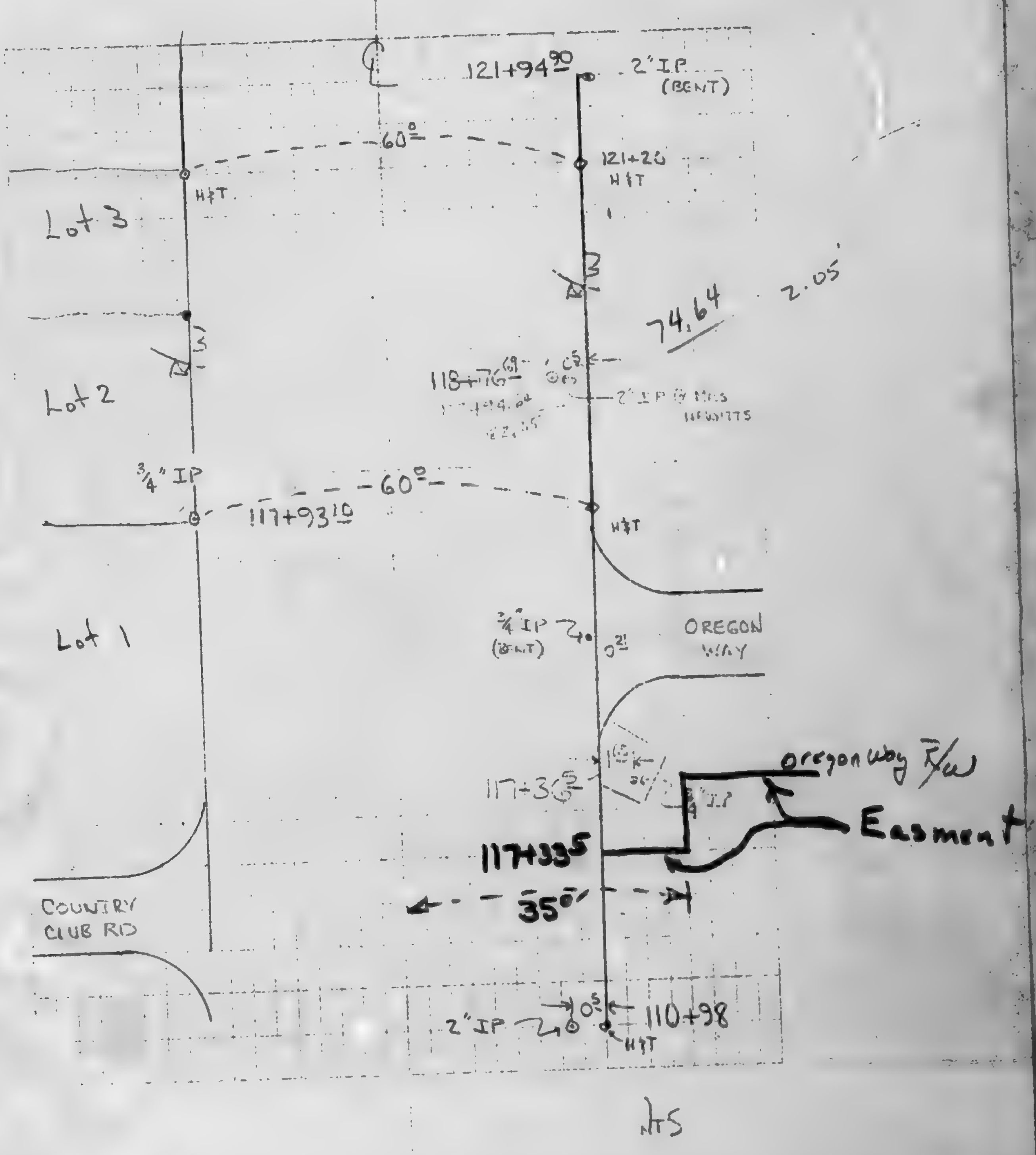

℄
121+94$^{99}$
60'
H&T.
Lot 3
3
Lot 2
118+76$^{69}$
117+94.64
82.85
3/4" IP
60'
117+93$^{10}$
Lot 1
3/4" IP
(BENT)
117+3
117+33
35'
COUNTRY
CLUB RD
2" IP

oro - Silverton
gon Way (Woodburn)

IP ?

Sta — 124+23.17 NE Corner A. Dubois D.L.C.

N. Davis
P. Fields
S. Lehman

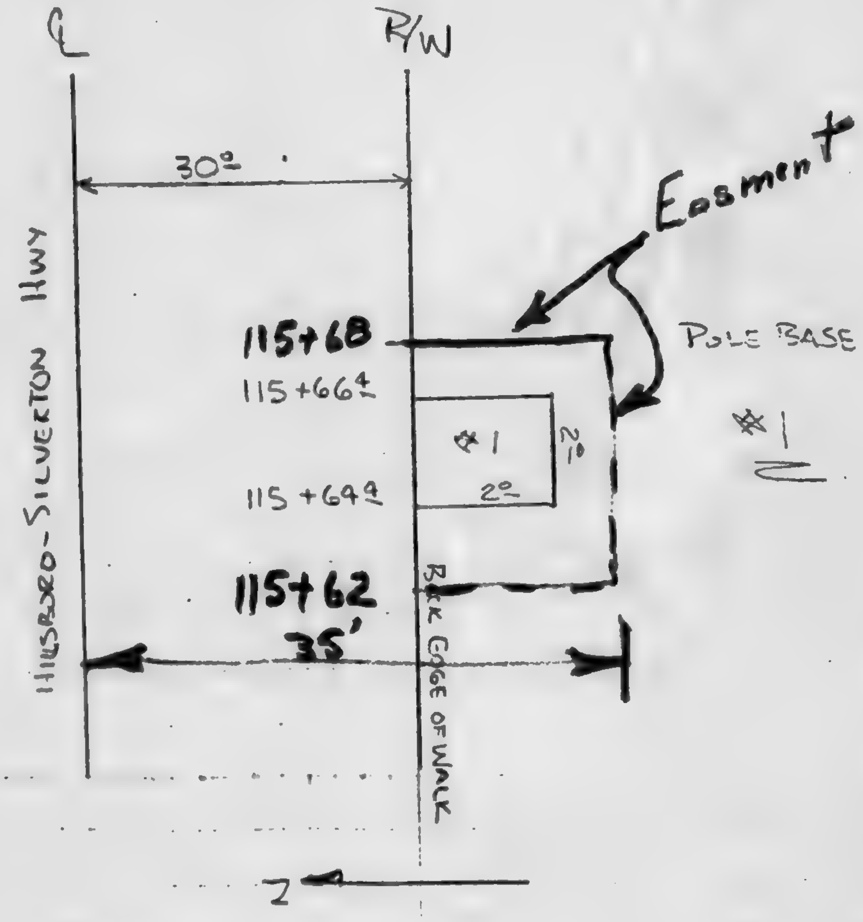


℄
121+94.90
2" IP (BENT)
60.0
121+20 H&T
H&T
Lot 3
Lot 2
74.64
2.05
118+76.69
2" IP @ MRS NEWITTS
3/4" IP
60.0
117+93.10
H&T
Lot 1
3/4" IP (BENT)
0.2
OREGON WAY
117+33.5
Oregon Way R/W
3/4" IP
Easment
117+33.5
35.0
COUNTRY CLUB RD
2" IP
0.5
110+98
H&T
NTS

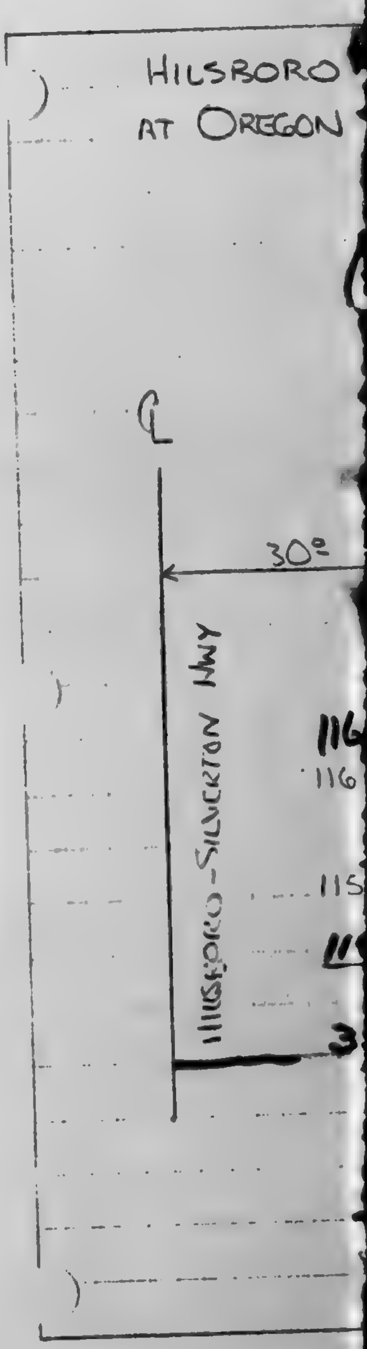
124-1030
#8192

5-22-78 (1)

HILSBORO-SILVERTON HWY
AT OREGON WAY (WOODBURN)



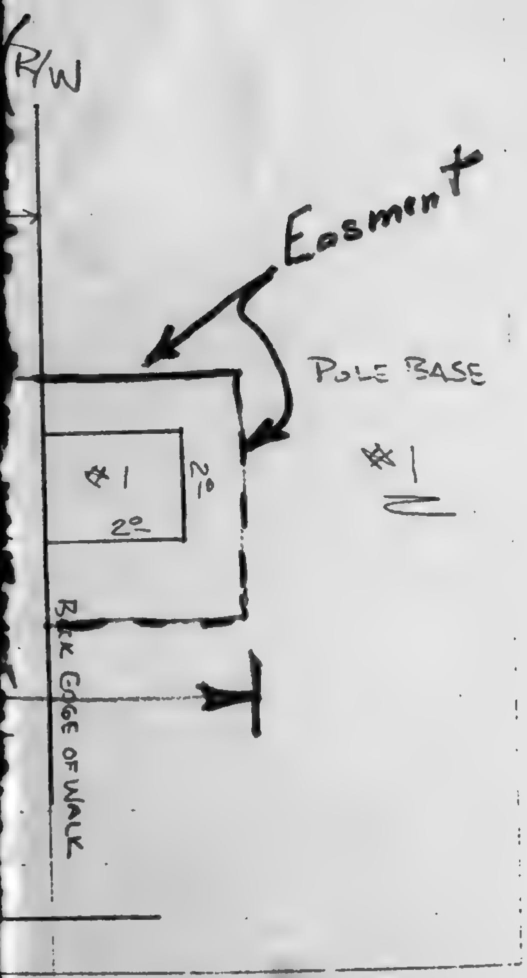
℄
R/W
30.0
Easment
115+68
115+66.5
POLE BASE
#1
2.0
2.0
#1
115+64.5
115+62
35'
HILSBORO-SILVERTON HWY
BACK EDGE OF WALK
N



HILSBORO
AT OREGON
℄
30.0
HILSBORO-SILVERTON HWY

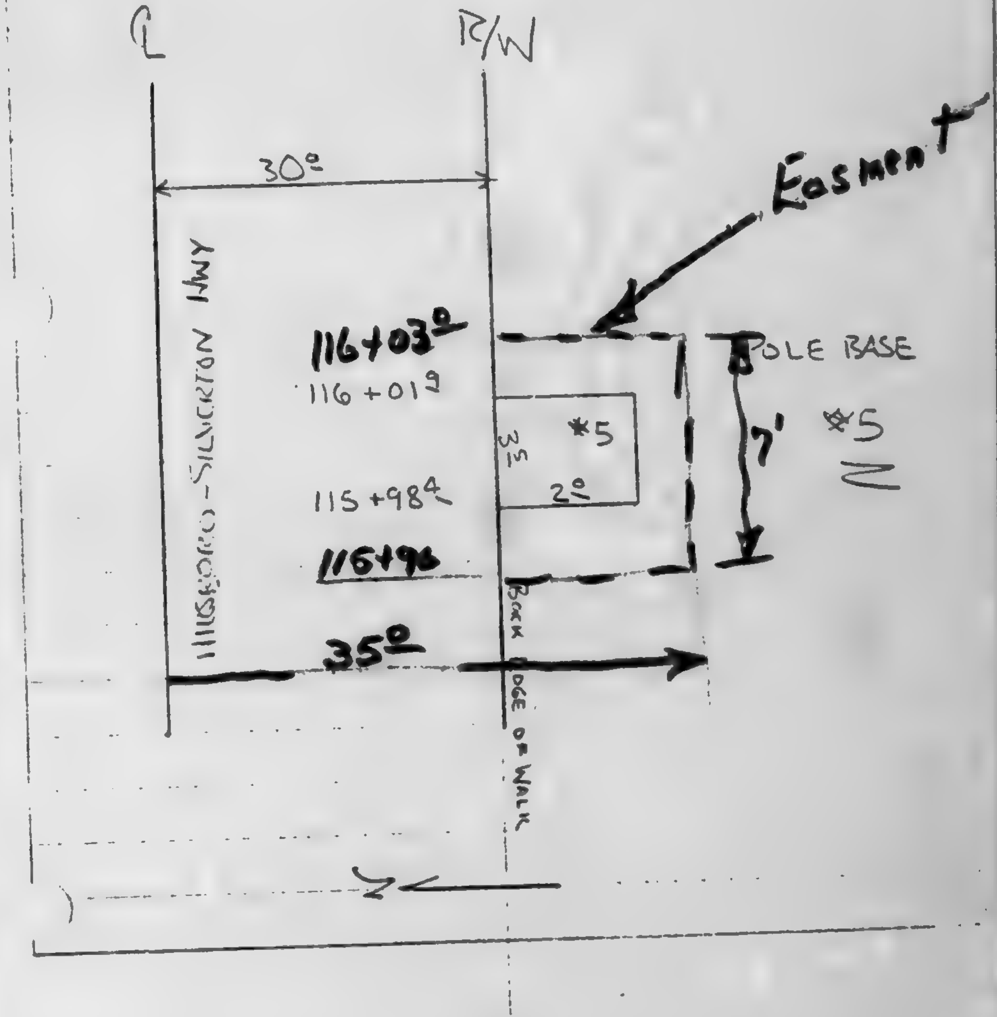
124-1030
#5192
5-22-78 ①

RTON HWY
(WOODBURN)


R/W
Easment
POLE BASE
*1
2°
2¹⁰
*1
N
BACK EDGE OF WALK

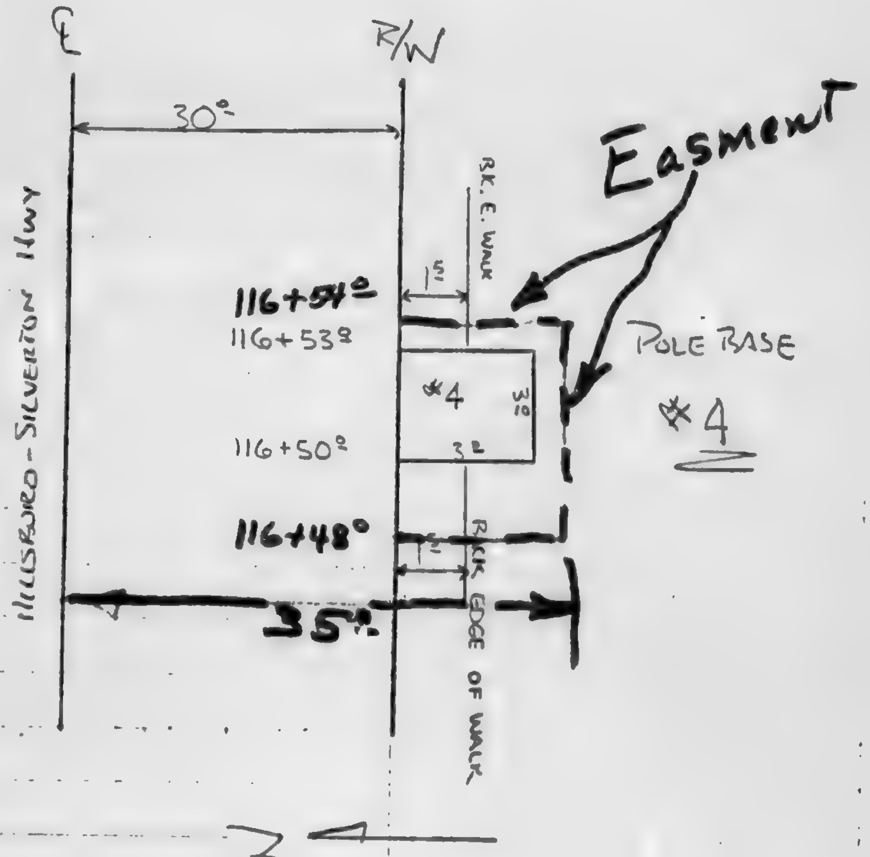
5-22-78 ③

HILSBORO-SILVERTON
AT OREGON WAY (WOODBURN)


℄
R/W
30°
Easment
HILSBORO-SILVERTON HWY
116+03°
116+01⁹
115+98⁴
115+96
POLE BASE
*5
3⁵
2°
7'
*5
N
35°
BACK EDGE OF WALK
N

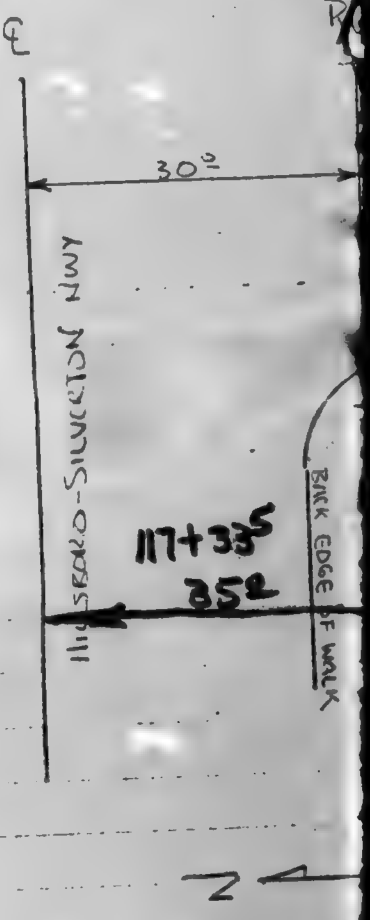
5-22-78 (5

HILSBORO - SILVERTON HWY
AT OREGON WAY (WOODBURN)



℄
R/W
30⁰
Easment
BK. E. WALK
1⁵
116+54⁰
116+53⁸
*4
3⁰
POLE BASE
*4
116+50⁰
3²
116+48⁰
1²
BACK EDGE OF WALK
HILLSBORO - SILVERTON HWY
35⁰
N

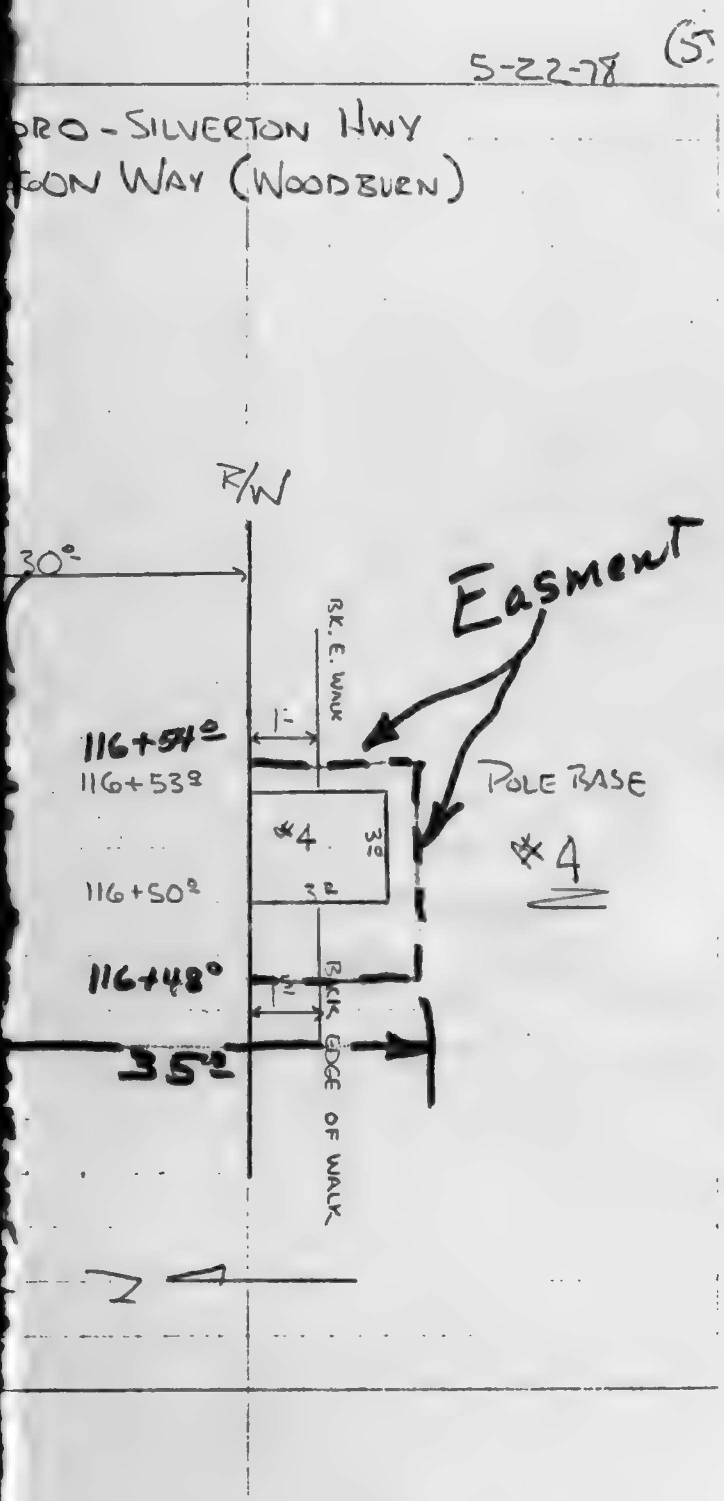
HILLSBORO - SILV
AT OREGON WAY



℄
R
30⁰
HILLSBORO - SILVERTON HWY
117+33⁵
35⁰
BACK EDGE OF WALK
N

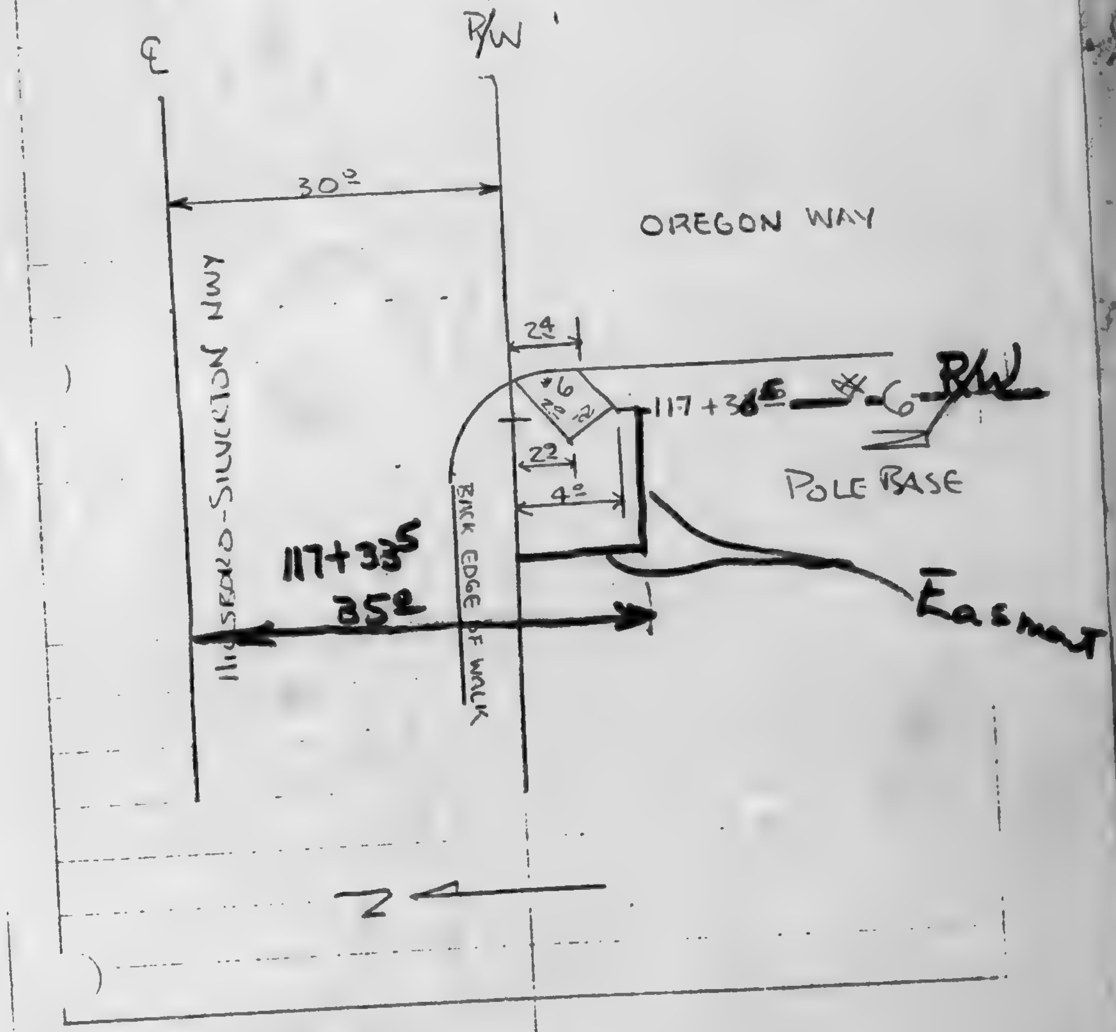
5-22-78 (5

ORO - SILVERTON HWY
GON WAY (WOODBURN)


R/W
$30^0$
Easment
BK. E. WALK
$1^-$
$116+54^0$
$116+53^8$
✱4
$3^0$
$116+50^8$
$3^2$
$116+48^0$
$1^2$
BACK EDGE OF WALK
$35^0$
POLE BASE
✱4
Z

5-22-78 (7)

HILLSBORO - SILVERTON HWY
AT OREGON WAY (WOODBURN)


℄
R/W
$30^0$
OREGON WAY
HILLSBORO - SILVERTON HWY
24
✱6
22
$4^0$
$117+38^5$
✱6
R/W
POLE BASE
$117+33^5$
$35^0$
BACK EDGE OF WALK
Easment
Z

8692

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 6, 1978

FROM: J. H. Versteeg
Engineering

SUBJECT: Design Review
Noise Study Reports

TO: E. S. Hunter
Technical Services Engineer

RECEIVED
TECHNICAL SERVICES
APR 7 '78
REFER TO
FOR

| Info | Inve. | H/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

For the past 1-1/2 years Adrian Olson has been reviewing and making recommendations on noise study reports. I assigned him this responsibility because of his interest and knowledge of the project development process. Following is a partial list of projects that have been reviewed since January of 1977.

1. S.W. Sheridan-S.W. Slavin Road (Portland) - Construction of the indicated walls would not be an appropriate expenditure of public funds and should not be considered for inclusion in the contract.

2. Head Road-Airport Road (Medford) - Recommended that no attenuation be considered for this project.

3. Pacific Blvd.-34th Ave. (Albany) - Construction of a noise attenuation wall for the apartment complex would not appear to be in the public interest. Nothing done under the project would preclude such construction in the future if desired.

4. Sweet Home W.C.L.-9th Avenue Section -

    a. This is a typical urban street project with minor noise increases, primarily due to normal increase in traffic. The attenuation measures identified do not appear justifiable expenditures of public funds for the benefits they would provide

    b. An exception to this might be for the two houses on Osage Street which loose their existing protection and could expect an increase of 8 to 9 dBA at this time. I would suggest consideration of a 6 to 8 foot timber wall as a test section.

5. Oregon Way Channelization (Woodburn) - Since the project will not have a perceptable noise impact and the costs are high compared to probably benefits it is recommended that the barrier not be constructed at this time.

6. Diamond Lake Blvd.-Washington Ave. (Roseburg) - Nothing we do under this project precludes construction of attenuation at some future date if desired. I recommend that no attenuation be provided under the current project.

7. 99th Avenue Section (I-205) - For the above reasons it would not seem appropriate to construct a sound wall at this location.

8. Sisters Jct.-E. First St. (Bend) - There would be no apparent adverse impacts to the road design, assuming that acceptable end treatments can be provided for the wall to get adequate sight distance for the approaches at each end as well as reducing the hazard of the end of the wall. Some right-of-way may be required.

By letter to Gary Potter dated October 19, 1977, Adrian Olson outlined the procedures and criteria that he would use in noise study report analysis. Based on these guidelines, an uneasy truce has been maintained between the Environmental Section and Engineering Section.

Starting with the Oregon Way Channelization project (Woodburn), dissatisfaction with these recommendations has surfaced.

On March 13, 1978, Gary Potter wrote a letter outlining Noise Study Report Information Requirements. In response to this request we furnish only engineering designs, costs and possibly adverse impacts on the road design. An example of this is March 29, 1978, comments on the Sisters Jct.-E. First Street (Bend) noise study report which does not include any recommendations.

Attached are copies of Olson's comments on the eight projects listed, a copy of the October 19, 1977, letter on Design Review Guidelines and a copy of Mr. Potter's March 13, 1978, outline of information requirements for noise study reports.

JHV:ab
Attachments

Salem, Oregon
January 30, 1978

ORIGINAL SIGNED BY
J H VERSTEEG

J. H. Versteeg
Engineering

Gary Potter, Manager
Environment Section

Barrier Wall
Oregon Way Channelization
Hillsboro-Silverton Highway
Woodburn, Marion County

The decision on the traffic noise barrier proposed for the Hillsboro-Silverton Highway at Oregon Way was based primarily on the following statements:

"The houses in question were built adjacent to an existing highway and the noise has gradually increased to the present level. The proposed project does not perceptibly increase the noise levels and will not accelerate traffic growth so as to increase future noise levels. Work done under the project will not preclude a future barrier construction."

The estimated cost of the wall construction, $50,000 versus $18,000, would be a consideration under any proposal; however, in this instance the difference in cost would not be the overriding issue.

Further consideration of the economic factors would not have changed the recommendation from the Engineering Section. Perhaps we should have gone into greater detail as to why we made the recommenation not to build a sound wall at this time. I will ask the Design Section to review the service life cost of the cinder block wall, the timber wall and the COR-TEN steel wall. When this review is complete I will send you a copy of the estimates.

JHV:jh

____Versteeg____
____Christensen____
____George____
1 Olson RG
____Terpin____
____Sullivan____
____Scott____
____Savage____

RECEIVED
JAN 30 1978
ENGINEERING SECTION

____Trout____
Do Not File ☐
Return To____
Bring Up____/____/____
Action____

NM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

January 26, 1978

Salem, OR 97310

FROM: Gary A. Potter, Manager Gary
Environmental Section

SUBJECT:

TO: J. H. Versteeg
Engineering Section

Some questions have been raised concerning the decision made on the traffic noise barrier proposed for the Hillsboro-Silverton Highway at the Oregon Way Project. It is felt that some additional issues should be included into the decision-making process. First of all, the number of receptors mitigated from the traffic noise impact - the proposed noise barrier would reduce noise levels for nine residences. Thus, the barrier should have a lower cost per residence than an equivalent barrier for one or two residences.

The character of the area should be discussed. The roadway faces the rear of these houses. This area is composed of yards and gardens. It would appear that the area is frequently used. Therefore, the barrier would protect both indoor and outdoor activities.

The projected cost of the 9-foot barrier was $40,000 to $50,000. The estimate appears to be based upon the textured cinder block wall bid for I-205. Lower priced barriers should be considered - for example, a timber wall or a barrier designed by Hall Pacific using COR-TEN steel. The estimated cost of the latter wall is $16,000 to $18,000 for a 10-foot barrier. The company's estimate for a 7-foot wall was verified by Citizens Utilities Company of California, which actually installed this type of barrier.

The consideration of these factors will change the assessment of the situation, and we should strive to weigh these factors in future evaluations.

GAP/cjw

cc E.S. Hunter

RECEIVED
JAN 27 1978
ENGINEERING SECTION

/ Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout
Do Not File ☐
Return To
Bring Up / /
Action

3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 12, 1977

FILE:

A D Olson

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Noise Study Report
Oregon Way Channelization
Hillsboro-Silverton Highway
Woodburn
Marion County

5

The noise study report for this section indicates that the existing noise level at the property line is 71 dBA $L_{10}$ and is projected to be 76 dBA $L_{10}$ in 20 years. The proposed project will widen the road to provide a 14 foot median for left turns at Country Club Road and Oregon Way and would move traffic slightly closer to nine residences on the north and one on the south. Maximum noise increase would be about 1 dBA which is considered imperceptable.

No mitigation is feasible for the house on the south. The houses on the north access to a parallel street so that it would be possible to provide a barrier between the highway and these houses. A 9 foot high barrier 750 feet in length would reduce noise levels by 7 dBA, to 65 dBA $L_{10}$ at this time and 70 dBA $L_{10}$ in 20 years. This is estimated to cost $40,000 to $50,000 based on recent bids.

The houses in question were built adjacent to an existing highway and the noise has gradually increased to the present level. The proposed project does not perceptibly increase the noise levels and will not accelerate traffic growth so as to increase future noise levels. Work done under the project will not preclude a future barrier construction.

✓ Since the project will not have a perceptable noise impact and the costs are high compared to probably benefits it is recommended that the barrier not be constructed at this time.

RECEIVED
ENVIRONMENTAL SECTION
DEC 25 1977
Referred to Steve Lindland

comments?
GP

$66.66
750 )50,000
4500
5000

$53.33
750 )40,000
3750
250
225
25

ADO:ab

Discussed w/ ESH 12/22/77 — he agrees.

ADO. 12/22/77

Copy to Potter 12/22/77

8692

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 7, 1978

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8692 for work on the Hillsboro-Silverton Highway at Oregon Way (Woodburn) in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm
Enclosure

cc The Travelers Indemnity Company
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Hager, Borne & Hunter, Inc.
200 Market Building
Portland, OR 97201

C. T. Kenney
Walt Hart
Robert Church
C. O. Fredrichsen
Warren Mueller
L. E. George
Jim Kimes

**Cascade Construction Company, Inc.**
General Contractors

P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-8421

## TRANSMITTAL NOTICE

Date: March 2, 1978

To:
OREGON TRANSPORTATION COMMISSION
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Transmitted herewith:

| NO. OF COPIES | DATED | TITLE |
|---|---|---|
| 2 Each | Feb. 27, 1978 | Signed Contract with Bond & Insurance Certificate for the Hillsboro/Silverton Hwy Project, Contract No. 8692 |

NOTED
C. W. HEAD

MEMORANDUM

For Further Processing

RECEIVED
MAR 3 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**CASCADE CONSTRUCTION COMPANY, INC.**

Enc: XX

cc:

By GEORGE R. MORTON, VICE PRESIDENT
ENGINEERING

*Equal Opportunity Employer*

8692

8

March 1, 1978

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for work on the Hillsboro-Silverton Highway at Oregon Way (Woodburn) Section in Marion County for the sum of $119,281.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8692.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 13, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
L. E. George
C. O. Fredrickson
Warren Mueller
SAIF
Fran

Salem, Oregon
February 21, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 23 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened February 23 on the following projects:

1. Corvallis-Newport Highway at SW 53rd Street
   Benton County
   Grading, Paving, Signals

   Grading incidental to overlay and signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oak Ranch Creek Bridge
   Nehalem Highway, Columbia County
   Structure Replacement

   4-foot shoulders provided on structure and approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Canaan Road-BEnnett Road
   Columbia River Highway, Columbia County
   Grading, Paving

   Variable 4-foot to 8-foot shoulders except in curbed area. This project will be striped and signed as a Class III bikeway.

4. Canyon Creek (NW 3rd Avenue) Bridge
   John Day City Street, Grant County
   Grading, Paving, Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chaper 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Grants Pass-New Hope Road
   Jacksonville Highway, Josephine County
   Grading, Paving

   4.5-foot PCC sidewalks and 6-foot Class III bikeways will be provided on this project.

6. Pacific Highway West at 5th Avenue
   City of Eugene, Lane County
   Traffic Signals

   Same as No. 1.

7. Cox Creek-Elm Street
   Albany-Junction City Highway, Linn County
   Grading, Paving

   Existing Class III bikeway to be replaced in kind.

8. Burns Junction Rock Production, Malheur County
   Rock Production

   Same as No. 1.

9. Hillsboro-Silverton Highway at Oregon Way
   City of Woodburn, Marion County

   4-foot shoulders to be provided on this project.

10. 12th Street SE at Madrona Avenue SE
    City of Salem, Marion County
    Traffic Signals

    Same as No. 1.

11. Broadway Bridge (West Approaches)
    City of Portland, Multnomah County
    Deck Surfacing

    Same as No. 1.

12. East Burnside Street Undercrossing
    East Portland Freeway, Multnomah County
    Grading, Paving, Structure

    12-foot Class II bikeway on structure; 12-foot sidewalk/bikeway on Burnside; 10-foot bikeway along freeway will be provided on this project.

13. SW 29th Street to Pendleton-John Day Highway
    City of Pendleton, Umatilla County
    Grading, Paving

    4-foot sidewalks to be provided on this project.

DES:JP

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8692

[illegible]ENT [illegible]ANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 2-1-78

[illegible] OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| [illegible]reen, Division Administrator<br>[illegible], Oregon | PROGRAM NO.<br><br>ITEM NO.<br>80038 | FEDERAL AID PROJECT NO.<br>TQF-75(3)<br>STATE PROJECT NO.<br>See Below<br>COUNTY NAME<br>Marion<br>PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>2-1-78 | DATE AUTHORIZATION EFFECTIVE<br>2-1-78 | FEDERAL ROUTE NUMBER<br>Primary 75<br>STATE ROUTE NUMBER<br>Secondary 140 |

GENERAL LOCATION:

"Hillsboro/Silverton Highway at Oregon Way (Woodburn) Section"

GENERAL DESCRIPTION OF WORK:

Grading, Paving and Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) :Permanent Pavement striping (SF) $2,000
Temporary Erosion Control (EW) $1,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1-30-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $136,323, Federal funds $116,965.

A signed copy of the Title Sheet is returned herewith.

Swan w/enc
3-1

| | | |
|---|---|---|
| DATE<br>2-1-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. H | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5692

140

Salem, Oregon
January 30, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

Gary Potter, Manager
Environment Section

Barrier Wall
Oregon Way Channelization
Hillsboro-Silverton Highway
Woodburn, Marion County

The decision on the traffic noise barrier proposed for the Hillsboro-Silverton Highway at Oregon Way was based primarily on the following statements:

"The houses in question were built adjacent to an existing highway and the noise has gradually increased to the present level. The proposed project does not perceptibly increase the noise levels and will not accelerate traffic growth so as to increase future noise levels. Work done under the project will not preclude a future barrier construction."

The estimated cost of the wall construction, $50,000 versus $18,000, would be a consideration under any proposal; however, in this instance the difference in cost would not be the overriding issue.

Further consideration of the economic factors would not have changed the recommendation from the Engineering Section. Perhaps we should have gone into greater detail as to why we made the recommenation not to build a sound wall at this time. I will ask the Design Section to review the service life cost of the cinder block wall, the timber wall and the COR-TEN steel wall. When this review is complete I will send you a copy of the estimates.

JHV:jh

RECEIVED
JAN 30 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

January 26, 1978

Salem, OR 97310

**FROM:** Gary A. Potter, Manager
Environmental Section

**SUBJECT:**

**TO:** J. H. Versteeg
Engineering Section

Some questions have been raised concerning the decision made on the traffic noise barrier proposed for the Hillsboro-Silverton Highway at the Oregon Way Project. It is felt that some additional issues should be included into the decision-making process. First of all, the number of receptors mitigated from the traffic noise impact - the proposed noise barrier would reduce noise levels for nine residences. Thus, the barrier should have a lower cost per residence than an equivalent barrier for one or two residences.

The character of the area should be discussed. The roadway faces the rear of these houses. This area is composed of yards and gardens. It would appear that the area is frequently used. Therefore, the barrier would protect both indoor and outdoor activities.

The projected cost of the 9-foot barrier was $40,000 to $50,000. The estimate appears to be based upon the textured cinder block wall bid for I-205. Lower priced barriers should be considered - for example, a timber wall or a barrier designed by Hall Pacific using COR-TEN steel. The estimated cost of the latter wall is $16,000 to $18,000 for a 10-foot barrier. The company's estimate for a 7-foot wall was verified by Citizens Utilities Company of California, which actually installed this type of barrier.

The consideration of these factors will change the assessment of the situation, and we should strive to weigh these factors in future evaluations.

GAP/cjw

cc E.S. Hunter

1 Versteeg
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JAN 27 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8672

140

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/24/78
Donald L Trout

2-23-28 Bid Letting ______ All Clear Deadline

SECTION HILLSBORO/SILVERTON HWY. @ OREGON WAY
Highway (WOODBURN) Hillsboro-Silverton
County Marion Region 2
Type of Work Signal (5PH) Funds Trans
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | | ☒ | | | ☒ | Statewide - No problems |
| Write-off Letter | ☒ | | | | | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | | ☒ | | | ☒ | |

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
December 12, 1977

FILE:

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Noise Study Report
Oregon Way Channelization
Hillsboro-Silverton Highway
Woodburn
Marion County

The noise study report for this section indicates that the existing noise level at the property line is 71 dBA $L_{10}$ and is projected to be 76 dBA $L_{10}$ in 20 years. The proposed project will widen the road to provide a 14 foot median for left turns at Country Club Road and Oregon Way and would move traffic slightly closer to nine residences on the north and one on the south. Maximum noise increase would be about 1 dBA which is considered imperceptable.

No mitigation is feasible for the house on the south. The houses on the north access to a parallel street so that it would be possible to provide a barrier between the highway and these houses. A 9 foot high barrier 750 feet in length would reduce noise levels by 7 dBA, to 65 dBA $L_{10}$ at this time and 70 dBA $L_{10}$ in 20 years. This is estimated to cost $40,000 to $50,000 based on recent bids.

The houses in question were built adjacent to an existing highway and the noise has gradually increased to the present level. The proposed project does not perceptibly increase the noise levels and will not accelerate traffic growth so as to increase future noise levels. Work done under the project will not preclude a future barrier construction.

Since the project will not have a perceptable noise impact and the costs are high compared to probably benefits it is recommended that the barrier not be constructed at this time.

RECEIVED
ENVIRONMENTAL
SECTION
DEC 25 1977
Referred to Steve Lindland
comments?
GL

$66.66
750 | 50,000.
4500
5000

$53.33
750 | 40,000
3750
2500
2250
2500

ADO:ab

Discussed w/ ESH 12/22/77 — he agrees.

ADO. 12/22/77

Copy to Potter 12/22/77

## Hillsboro/Silverton Highway at Oregon Way
Hillsboro-Silverton Highway
Marion County

The Hillsboro/Silverton Highway at Oregon Way project will construct two left-turn refuges. The refuge at Oregon Way will necessitate widening of the existing roadway to accommodate the 14 foot median. This widening will extend easterly of Oregon Way about 500 feet.

The current land use along the project includes commercial establishments, residential areas, and a golf course. The section of roadway being widened is bordered to the north by 9 residences. To the south and situated along the east side of Oregon Way is one residence. The remainder of the land along the south side is part of the golf course.

Traffic data for this section of roadway was obtained for 1977 and 1997. Both the peak vehicular hour and the peak truck hour were analyzed for traffic noise. The peak truck hour proved to create the worst noise period. Traffic data representing this period yielded an $L_{10}$ 71/76 dBA for 1977/1997 along the right-of-way line for the no-build alternative. Construction of the left-turn refuge will increase noise levels by 1 dBA, yielding an $L_{10}$ 72/77 dBA for 1977/1997.

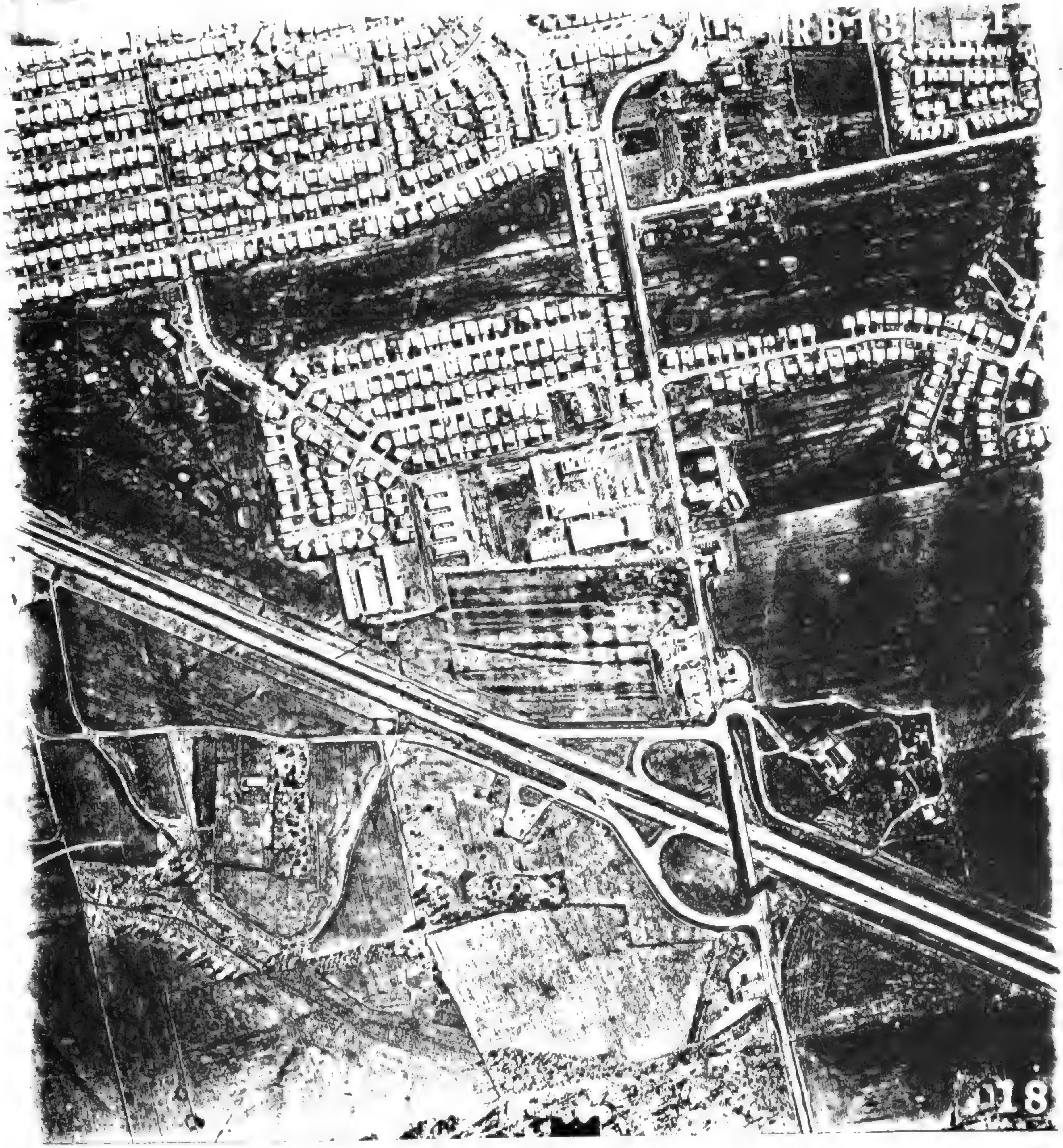
The projected noise levels exceed the FHWA design level for residential areas, $L_{10}$ 70 dBA. Reduction of noise levels may be possible with the construction of acoustic barriers. A 9 foot barrier 750 feet in length placed north of the road as shown in Figure 1 will reduce noise levels by 7 dBA, thus yielding traffic noise levels of $L_{10}$ 65/70 dBA for 1977/1997. Therefore, these noise levels would be within FHWA guidelines.

No mitigation of noise impacts is possible at the residence south of the roadway. Barrier length restrictions due to the proximity of Oregon Way will not allow the design of an effective noise barrier.

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 05 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action



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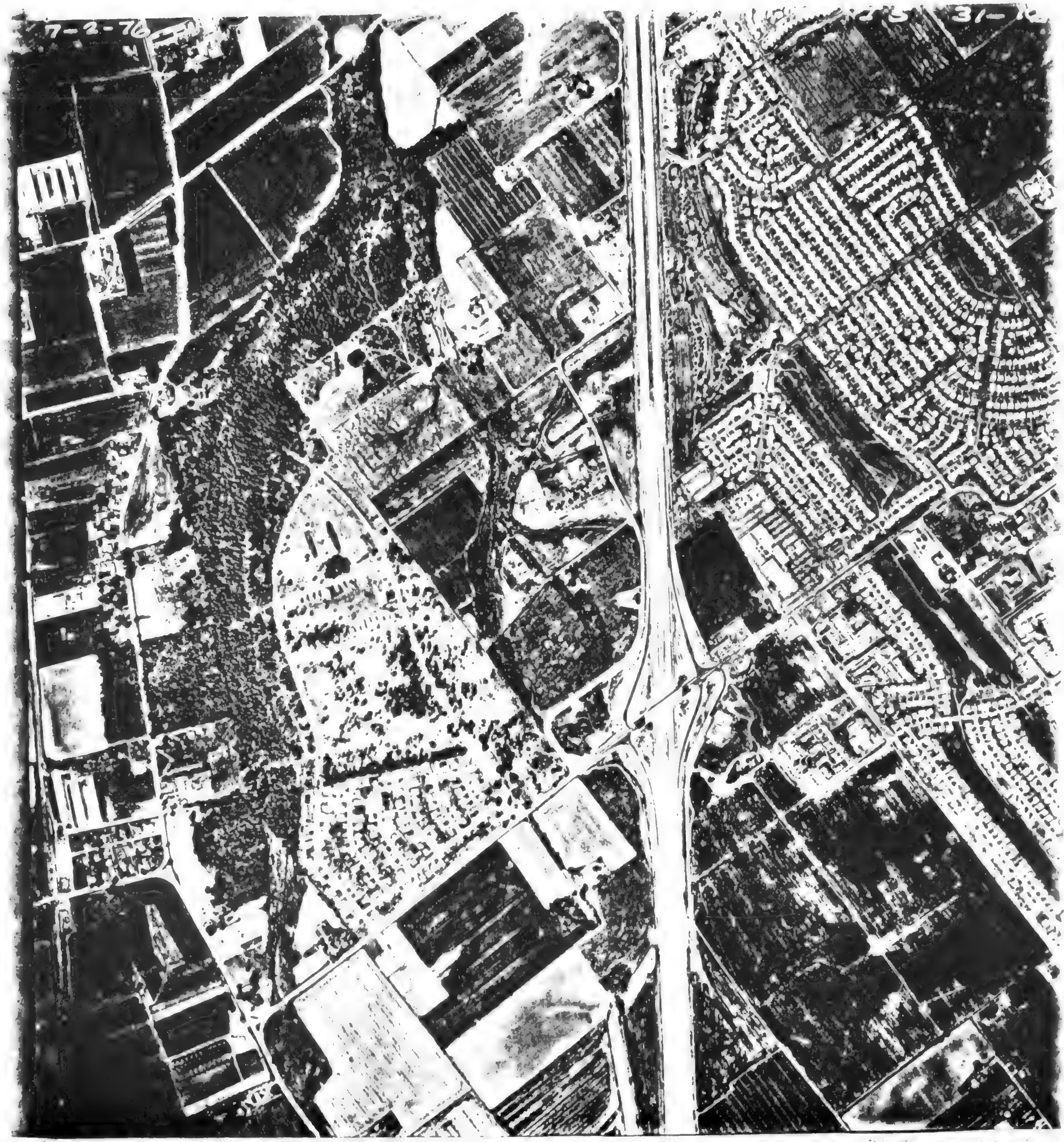
7-2-76
31-

8692.

2

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 19, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Hillsboro-Silverton Highway @
Oregon Way (Woodburn)
Hillsboro-Silverton Highway
Marion County

ccp 457.6
Ira
Wdbrn.

The proposed project is to install a five phase, fully actuated traffic signal and construct left-turn refuges on the Hillsboro-Silverton Highway at the intersection of Oregon Way. The proposed project is to be funded under the Special Supplemental Preservation Program financed with Transition Quarter Funds.

The project is 0.43 mile in length extending between milepoints 36.90 and 37,33 on the Hillsboro-Silverton Highway. The present Average Daily Traffic is 5600 vehicles of all types. A twenty year projection is for 10,640. Approximately 84 percent of the traffic enters the intersection from the Hillsboro-Silverton Highway, 11 percent of the traffic enters from Country Club Road, and 3 percent from Oregon Way.

The Statewide Assessment for Safety Projects classifies projects of this type as non-major.

RECEIVED
STATE HWY ENGR
JUL 19 '77
REFER TO
FOR
Info Inves R/O D/R Sign. A.I.

GAP:cjh

cc: E. S. Huntert
John Sheldrake
Eddie Welsh
D. E. Swan
Don Trout

8693 12th St. SE @ Madrona Ave. 1978
SE (Salem)
(Traffic signal installation)

C+A 6136 7-22-77

8693

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION | |
|---|---|---|---|---|
| 9-15-80 | CC 2071 | | 324-1913-295 | $ 147.23 |
| | | | 324-1031-295 | $1,324.51 |

**BILL TO:** Code:

City of Salem
City Hall
555 Liberty
Salem, Oregon 97301
Attn: Ralph Hanley, City Manager

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement:<br>Federal Aid Urban Project No. M-1555(5)<br>S.E. 12th Street @ S.E. Madrona Avenue<br>Marion County<br>Covered by Agreement No. 6136<br>Contract No. 8693 | | | |
| TOTAL COST | | | $44,922.48 |
| Less Federal Funds | | | 37,321.88 |
| Less State Share | | | 3,788.86 |
| City Share | | | 3,811.74 |
| City Advance Deposit | | | 2,840.60 |
| | | | $ 971.14 |
| (Attach Itemized Statement to Invoice) | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 2,840.60 |
| Advance Deposit Previously Transferred to Highway Fund | $ 2,340.00 |
| Balance | $ 500.60 |
| Transfer to Highway Fund | $ 500.60 |
| Refund Due | $ - - - |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | CC-1811 |

Amount Due $ 971.14

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: D. E. Swan
D. E. Swan

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** September 15, 1980

**CITY** SALEM **Contract No.** 8693 **Date Completed** 11-6-78

**PROJECT #** M-1555(5) **Section** S.E. 12th Street @ S.E. Madrona Avenue

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 2,073.72 |
| Contract Payment | | 36,000.00 |
| Construction Engineering | | 6,725.32 |
| Interest | | 22.89 |
| Training | | 75.57 |
| E.E.O. Expense | | 24.98 |
| TOTAL COST | | $44,922.48 |
| Federal Funds | | 37,321.88 |
| BALANCE | | $ 7,600.60 |
| Non-Participating Costs: | | |
| Interest | $ 22.89 | |
| Construction Engineering | 1,400.89 | 1,423.78 |
| | | $ 6,176.82 |

State Share:
50% of ($6,176.82 + $1,400.89) = $ 3,788.86

City Share:
50% of ($6,176.82 + $1,400.89) + $22.89 = $ 3,811.74

**Reference: Billing Form** CC 2071

8693

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-11-80

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE Oregon

VOUCHER PERIOD FROM 6-23-77 TO 2-29-80

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS
x
☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-1666(5)
Salem

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $44,[illegible].52 | $43,496.70 | 85.805 | $37,321.88 | $37,321.88 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 7/11/80

PASSED FOR PAYMENT
BY V.E. Shoop, Controller DATE

REMARKS

$ 0.00

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20A
(Rev. 5-78)

- 2693

324-1031✓
324-1913✓

STATEME F COSTS INCURRED UNDER PROJECT AGREEM T

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | 12th St. S.E. at Madrona Ave. S.E. (Salem )<br>FAU 1555, City Street<br>Marion County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | All Required | | | $ 2,073.72 | |
| | Total Participating P.E. | | | | $ 2,073.72 | |
| | Construction | | | | | |
| | Type Code Y031 | | | | | |
| | Signal (12th St. at Madrona Ave. S.E.) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 36,000.00 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | 5,400.00 | |
| | Misc. Project Cost | | | | | |
| | E.E.O. Monitoring Expense | All Required | | | 24.98 | |
| | Total Participating Cost | | | | $43,498.70 | |
| | Nonparticipating Cost | | | | | |
| | Interest on Final Payments | All Required | | | 22.89 | |
| | Construction Engineering | All Required | | | 1,377.93 | |
| | Total Nonparticipating | | | | $ 1,400.82 | |
| | Total Project Cost | | | | $44,899.52 | |
| | Prepared based on Participating Cost as shown on Federal Billing as of 7/10/80. | | | | | |
| | CC-2071 9-15-80 | | | | | |
| | AMOUNT CARRIED FORWARD ..... | | | | | |

GPO 944 892

```
                                        324    1027      900        00 N 1
                                        324    1027      915        00 P 1
                                        324    1027      920        00 P 1
                                                         TOT        P1
                                                         TOT        N1
                                                    ** JOB TOTALS **                **            **

 SPARXING @ WOODROW, SALEM     CONT NO         FA PROJ NOS RR0000S001 100
                                        324    1029      205        01 N 1
                                        324    1029      270        01 P 1
                                        324    1029      296        00 N 9            .59CR          .59CR
                                        324    1029      298        00 N 9            .59            .59
                                        324    1029      900        00 P 1
                                        324    1029      915        00 P 1
                                                         TOT        P1
                                                         TOT        N1
                                                    ** JOB TOTALS **                **            **

 12TH ST SE/MADRONA, SALEM     CONT NO 8693 * FA PROJ NOS M   555005 100
                                        324    1031      201        00 P 1 Cont.
                                        324    1031      206        00 N 1 Int.
                                        324    1031      295        00 N 9 Tr. City
                                        324    1031      296        00 N 9 " St
                                        324    1031      298        00 N 9 " Fed
                                        324    1031      900        00 P 1 C.E.   1,175.44CR     1,175.44CR
                                        324    1031      900        00 N 1 " "    1,371.35       1,371.35
                                        324    1031      950        00 P 1 Tr.
                                        324    1031      985        00 P 1 EEO
                                                         TOT        P1            1,175.44CR     1,175.44CR
                                                         TOT        N1            1,371.35       1,371.35
                                                    ** JOB TOTALS **                195.91  **     195.91 **

 NE SALEM RR STG PROJ          CONT NO         FA PROJ NOS RRP 00S012 100
                                        324    1035      270        04 P 1
                                        324    1035      270        06 P 1
                                        324    1035      270        08 P 1
                                        324    1035      296        00 N 9            47.52CR        47.52CR
                                        324    1035      298        00 N 9            47.52          47.52
                                        324    1035      900        00 P 1

                                                                                                JULY 1980
 TOTAL TO DATE JOB COST SUMMARY
                                                                                                  FISCAL
 DESCRIPTION OF JOB OR DEPARTMENT          PREFIX        FUNCTION   GR  CURRENT MONTH        YEAR TO DATE
                                        324    1035      900        05 P 1
                                        324    1035      900        07 P 1
                                        324    1035      900        09 P 1
                                        324    1035      915        00 P 1
                                        324    1035      920        00 P 1
                                                         TOT        P1
```

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                                                                                   11.53       78     78
    324    1027     900      00 N 1                                                85.85       78     79
    324    1027     915      00 P 1                                                13.40       79     79
    324    1027     920      00 P 1                                            34,580.43
                    TOT      P1                                                 3,433.62CR
                    TOT      N1                                                31,146.86  **
                  ** JOB TOTALS **                    **                **

                                                                                       STATE
 CONT NO           FA PROJ NOS RR0000S001 100                                   2,768.21CR  78     78
    324    1029     205      01 N 1                                            27,6[illegible]   78     78
    324    1029     270      01 P 1                                            25,300.96CR  78     80
    324    1029     295      00 N 9                 .59CR             .59CR    25,300.96    78     80
    324    1029     298      00 N 9                 .59               .59         372.28    78     80
    324    1029     900      00 P 1                                                57.82    78     79
    324    1029     915      00 P 1                                            28,112.18
                    TOT      P1                                                 2,768.21CR
                    TOT      N1                                                25,343.97  **
                  ** JOB TOTALS **                    **                **

                                                                                       STATE
 CONT NO 8693 * FA PROJ NOS M    555005 100                                    36,000.00    78     79
    324    1031     201      00 P 1 Cont.-                                         22.89    79     79
    324    1031     206      00 N 1 Int.-                                       2,340.60    78     79
    324    1031     295      00 N 9 Tr. City                                   36,469.60CR  78     79
    324    1031     296      00 N 9 " st                                       34,129.00    78     79
    324    1031     298      00 N 9 " Fed        1,175.44CR        1,175.44CR   5,324.43    78     80
    324    1031     900      00 P 1 C.E.-        1,371.35          1,371.35     1,400.89    78     80
    324    1031     900      00 N 1 " "                                            75.57    78     78
    324    1031     950      00 P 1 Tr.-                                           24.98    78     78
    324    1031     985      00 P 1 EEO                                        41,424.98
                    TOT      P1                  1,175.44CR        1,175.44CR   1,423.78
                    TOT      N1                  1,371.35          1,371.35    42,848.76  **
                  ** JOB TOTALS **                 195.91 **         195.91 **

                                                                                       STATE
 CONT NO            FA PROJ NOS RRP 00S012 100                                 41,518.00    79     80
    324    1035     270      04 P 1                                            42,006.00    79     80
    324    1035     270      06 P 1                                            32,632.00    79     79
    324    1035     270      08 P 1                                           106,130.93CR  79     80
    324    1035     296      00 N 9                47.52CR           47.52CR  106,130.93    79     80
    324    1035     298      00 N 9                47.52             47.52          6.39    79     79
    324    1035     900      00 P 1



                                                          JULY 1980       PAGE  163
Y
                                                             FISCAL       GRAND TOTAL      ACTIVE YRS
IENT        PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE.      TO DATE        BEG    END
        324    1035        900      05 P 1                                    632.75        80     80
        324    1035        900      07 P 1                                    735.53        80     80
        324    1035        900      09 P 1                                    206.93        80     80
        324    1035        915      00 P 1                                    141.31        79     79
        324    1035        920      00 P 1                                     44.34        79     79
                           TOT      P1                                    117,923.25
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TOTAL TO DATE JOB COST SUMMARY                                                        JULY 1980
                                                                                        FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE
                                     324    1908      905       00 P 1
                                     324    1908      914       00 P 1
                                                      TOT       P1
                                                   ** JOB TOTALS **                **              **

   12TH ST @ MADRONA (SALEM)      CONT NO        * FA PROJ NOS M   155005 100
                                     324    1913      296       00 N 9
                                     324    1913      298       00 N 9
                                     324    1913      905       00 P 1
                                     324    1913      911       00 P 1
                                     324    1913      914       00 P 1
                                     324    1913      920       00 P 1
                                     324    1913      921       00 P 1       130.95CR           130.95CR
                                     324    1913      923       00 P 1        42.00CR            42.00CR
                                                      TOT       P1           172.95CR           172.95CR
                                                   ** JOB TOTALS **          172.95CR**         172.95CR**

   FRONT ST (WOODBRN)-HWY 99E     CONT NO          FA PROJ NOS M   262001 100
                                     324    1915      295       00 N 9
                                     324    1915      296       00 N 9        11.57CR            11.57CR
                                     324    1915      298       00 N 9        11.57              11.57
                                     324    1915      901       00 P 1
                                     324    1915      901       00 N 1
                                     324    1915      905       00 P 1
                                     324    1915      906       00 P 1
                                     324    1915      907       00 P 1
                                     324    1915      909       00 P 1
                                     324    1915      910       00 P 1
                                     324    1915      911       00 P 1
                                     324    1915      913       00 P 1
                                     324    1915      914       00 P 1
                                     324    1915      920       00 P 1
                                     324    1915      921       00 P 1
                                     324    1915      922       00 P 1
                                     324    1915      923       00 P 1
                                     324    1915      950       00 P 1
                                                      TOT       P1
                                                      TOT       N1
                                                   ** JOB TOTALS **                **              **

   BNRR XING @ HIGHLAND NE SALEM CONT NO           FA PROJ NOS RR0000S012 100
                                     324    1919      901       00 P 1
                                     324    1919      905       00 P 1
                                     324    1919      908       00 P 1
                                     324    1919      914       00 P 1
                                                      TOT       P1
                                                   ** JOB TOTALS **                **              **
```

```
                                                                     GRAND TOTAL
                                                          FISCAL       TO DATE
NT          PREFIX       FUNCTION  GR   CURRENT MONTH    YEAR TO DATE
                                                                          55.61
      324    1908         905      00 P 1                                100.38
      324    1908         914      00 P 1                                694.61
                          TOT      P1                                    694.61   **
                    ** JOB TOTALS **             **              **

                                                                              STATE
  CONT NO         * FA PROJ NOS M    155005 100                      1,927.64CR
      324    1913         296      00 N 9                            1,927.64
      324    1913         298      00 N 9                              214.32
      324    1913         905      00 P 1                            1,128.94
      324    1913         911      00 P 1                                 4.20
      324    1913         914      00 P 1                                32.50
      324    1913         920      00 P 1                               650.12
      324    1913         921      00 P 1     130.95CR       130.95CR    43.64
      324    1913         923      00 P 1      42.00CR        42.00CR 2,073.72
                          TOT      P1         172.95CR       172.95CR 2,073.72   **
                    ** JOB TOTALS **          172.95CR**     172.95CR**

                                                                              STATE
  CONT NO           FA PROJ NOS M    262001 100                      1,375.00
      324    1915         295      00 N 9                           44,057.57CR
      324    1915         296      00 N 9      11.57CR        11.57CR 42,682.57
      324    1915         298      00 N 9      11.57          11.57   18,570.66
      324    1915         901      00 P 1                                79.35
      324    1915         901      00 N 1                           16,404.11
      324    1915         905      00 P 1                            4,614.72
      324    1915         906      00 P 1                                 3.74
      324    1915         907      00 P 1                            4,815.56
      324    1915         909      00 P 1                            1,967.35
      324    1915         910      00 P 1                                52.85
      324    1915         911      00 P 1                               726.20
      324    1915         913      00 P 1                               789.65
      324    1915         914      00 P 1                               132.06
      324    1915         920      00 P 1                               356.96
      324    1915         921      00 P 1                                42.74
      324    1915         922      00 P 1                               473.54
      324    1915         923      00 P 1                               796.45
      324    1915         950      00 P 1                           49,746.59
                          TOT      P1                                    79.35
                          TOT      N1                               49,825.94   **
                    ** JOB TOTALS **             **              **

                                                                              STATE
ALEM CONT NO        FA PROJ NOS RR0000S012 100                         937.71
      324    1919         901      00 P 1                                86.65
      324    1919         905      00 P 1                                  .60
      324    1919         908      00 P 1                                52.27
      324    1919         914      00 P 1                             1,077.23
                          TOT      P1                                1,077.23   **
                    ** JOB TOTALS **             **              **
```

#7693 2-28-80 2

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

cc: OSHD (H S Coulter)

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Marion | DIVISION<br>Oregon |
| DATE OF REPORT<br>2-28-80 | REPORT MADE BY<br>Bill Kappus, Area Engineer | | PROJECT NO.<br>M-1555(5) |
| COMPLETION DATE<br>11-6-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>2-20-79 | TIME ELAPSED<br>-- % | CONTRACT TIME<br>Specified date<br>8-31-78 |
| APPROVED EXTENSIONS<br>Approved to:<br>11-6-78 | LOCATION<br>Intersection of 12th Street with Madrona Avenue<br>Salem, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

12th STREET @ MADRONA AVE
CITY STREET (SALEM)
Traffic Signal Installation

This project provided for the installation of a traffic signal at the intersection of 12th Street and Madrona Avenue, Salem, Oregon.

The final cost of the project overran the original estimate by 5.3%. This was due to additional flagmen costs. Boulders were unexpectedly encountered during excavation for pole bases and conduits requiring equipment to be in travel lanes longer than anticipated.

A final inspection of the completed project was conducted November 29, 1978. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAR 6 '80
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

3/6 cy

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>Original Signed By<br>WILLIAM H. KAPPUS<br>Area Engineer<br>W. H. Kappus | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>2-28-80 | TITLE<br>Field Operations Engineer | DATE<br>2-28-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8693

9

February 22, 1979

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

Contract No. 8693 awarded to Linnco Electric Co. for traffic signal installation on 12th Street S.E. at Madrona Avenue S.E. in Salem, Marion County, was completed on November 6, 1978, and accepted by the State Highway Engineer on February 20, 1979.

Final payment in the amount of $5,077 will be released to the contractor after February 27, 1979. The total contract amount is $36,000 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Linnco Electric Co.
910 E. Queen
P. O. Box 925
Albany, OR 97321

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8693

8

February 12, 1979

Linnco Electric Company
Post Office Box 925
Albany, Oregon 97321

Gentlemen:

Time Extension
12th Street S.E. @ Madrona Avenue S.E., (Salem)
Marion County
Contract No. 8693
FAP No. M-1555(5)

Your request for a time extension on the subject project has been given careful review. A 67 calendar day extension is hereby granted. The public having the benefit of the signal installation by the original specified date and the revision to the luminaire mast arms were the main considerations in granting this request. The specified completion will be extended to November 6, 1978 thus eliminating all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr dc

bc FHWA
C. T. Keasey
Robert Church
C. O. Fredrickson
K. D. Wolfe

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 7, 1979

FILE: CON 5 #8693

O. B. Jackmond
FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
12th St. S.E. @ Madrona Ave. S.E.
(Salem)
Marion County
Contract No. 8693

Linnco Electric Company, contractor on the subject project, has submitted a request for time extension and asks that the specified completion date of 8-31-78 be extended to 11-6-78. Pertinent dates are:

| | |
|---|---|
| Award | 3-16-78 |
| Shop drawings submitted to Resident | 4- 6-78 |
| Work began | 7-11-78 |
| Specified completion | 8-31-78 |
| 2nd Notification | 11- 6-78 |

Shop drawings for this traffic signal project were received promptly from the contractor, processed and returned to him without delay. A minor revision, requested by the City of Salem, reoriented the location of the luminaire. This did not require resubmittal of shop drawings. The mast arms and poles were delivered to the project on August 22, 1978. Upon assembly it was found the supplier sent the wrong size luminaire mast arms and they were returned for replacement. The contractor completed the signal installation and the system was activated on August 29, 1978, prior to the specified completion. The replacement luminaire mast arms were received and installed November 3, 1978. The contractor requests the additional time to receive these mast arms.

The public had the use of the signal operation as of August 29, 1978. The project was considered substantially complete as of this date. It is recommended the time from August 31, 1978, the specified completion until November 6, 1978, when time was stopped or 67 calendar days be returned to the contractor. This will extend the specified completion to November 6, 1978 and eliminate all liquidated damages.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

RECEIVED
STATE HWY ENGR
FEB - 8 '79
RE
Info | Inve | Sign | Act | File

OBJ:DA:fr
Att.
cc: C. O. Fredrickson
K. D. Wolfe

Form 81-734-3330

**OREGON STATE HIGHWAY DIVISION**

RECEIVED
JAN 1
RESIDENT ENGINEER

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Division**
**Salem, Oregon**

Date January 11, 1979

Gentlemen:

We, the undersigned, respectfully request an extension of completion date from ~~increase in the number of workdays from~~ 8-31-78 ~~days to~~ 11-6-78 ~~days~~, within which to complete our Contract No. 8693, without the assessment of liquidated damages. The said contract is described as follows:
12th Street S. E. at Madrona Ave., Salem, Traffic Signal Installation

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
Changes in pole specifications. Please see attached copy of Union Metal letter dated August 15, 1978.
Upon arrival of equipment, fabrication errors did not allow proper or accurate assembly of the mast arms. The arms were returned and re-manufactured.

These circumstances and delays were beyond our control.

Respectfully submitted,

LINNCO ELECTRIC CO.
Contractor

By Bill E. Coburn
Bill E. Coburn

---

**CONSENT OF SURETY**

Date January 11, 1979

We, INDUSTRIAL INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. H. Webb M. H. Webb
Attorney-in-fact

Corroon & Black of Oregon
1600 S. W. 4th, Portland, Ore. 97201
Resident Agent

(SEAL)

OREGON STATE HIGHWAY DIVISION

# Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8693 Contractor Linnco Electric Co.

Highway City Street (Salem)

Section 12th St. SE at Madrona Ave. SE

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows:

A 67 day extension is granted due to luminaire mast arm revisions and the public having the benefit of the signals before time expired.

Recommended for Approval:

Asst. Region Engineer

O. B. Jackson
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

|  |  |
|---|---|
| Contract No. | 8693 |
| Project designation | Federal M-1555(5)<br>State-Federal |
| Date awarded | 3-16-78 |
| Work started | 7-11-78 |
| Per cent completed | 100% 11-6-78<br>Date |
| Allowed Completion Date<br>~~No. of Workdays Allowed~~ | 8-31-78 |
| Actual Completion Date<br>~~No. of Workdays Used~~ | 11-6-78 |
| No. of Added Workdays Requested | 67 |

SP*19[illegible]-734

8693 1-16-79 Salem

12th St. at Madrona Ave SE (Salem)
City Street
Marion County
Contract No. 8693

STATEMENT OF OVERRUNS AND UNDERRUNS

| | Original | Semi-final | Overrun/Underrun |
|---|---|---|---|
| Contract Items | $34,041.00 | $35,384.63 | +3.9% |
| Anticipated Items | 1,400.00 | ---- | ---- |
| Contingencies | 1,594.85 | ---- | ---- |
| Engineering | 3,544.10 | 6,000.00 (Est.) | +69.3% |
| Price Agreements | ---- | 615.00 | ---- |
| State Force Orders | ---- | 930.00 | ---- |
| Extra Work Orders | ---- | ------ | ---- |
| TOTAL | $40,570.95 | $42,929.63 | +5.8% |

| | ITEM | UNIT | ORIGINAL | FINAL | OVER/UNDERRUN |
|---|---|---|---|---|---|
| 1) | Temporary Protection and Direction of Traffic | Lump Sum | 100% | 100% | --- |
| 2) | Temporary Signs | Sq.Ft. | 160 | 113.5 | -30.1% |

Signs on one side street were eliminated due to a low volume of traffic on said (dead end) street, as per the pre-construction conference held May 3, 1978.

| | ITEM | UNIT | ORIGINAL | FINAL | OVER/UNDERRUN |
|---|---|---|---|---|---|
| 3) | Flagmen | Hour | 40 | 1[illegible] | +240.0% |

Unexpected boulders were encountered during excavation for pole bases and conduits requiring equipment to be in the travel lanes longer than anticipated.

| | ITEM | UNIT | ORIGINAL | FINAL | OVER/UNDERRUN |
|---|---|---|---|---|---|
| 4) | Traffic Signal Installation, Complete | Lump Sum | 100% | 100% | |

PA 1) Document revision in bid Item No. 4 "Traffic Signal Installation, Complete"

SFO 1) Testing of S[illegible]

No EWO's.

8693

D

1859

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: December 21, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
H.S. COULTER

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-1555(5)

Contract 8693 , Work Completed 11/6/78

Project 12th St. SE @ Madrona Ave. SE (Salem)

Highway FAU 1555

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Nov 29, 1978

G. K. Hosner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

ST HWY ENGR
JAN 10 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
JAN 10 1979
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

151-

cc: State (H. S. Co[illegible]er)

# STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Marion | DIVISION<br>Oregon |

IN COMPANY WITH
See below

| | | |
|---|---|---|
| DATE OF INSPECTION<br>11-29-78 | INSPECTION MADE BY<br>Bill Kappus, Area Engineer, and<br>Aramis Lopez, FHWA Engineer Trainee | PROJECT NO.<br>M-1555(5) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Unsatisfactory | TIME ELAPSED<br>223 % | WORK COMPLETED<br>100 % |

12th STREET at MADRONA AVE. S.E.
CITY STREET (SALEM)
Traffic Signal Installation

The project is located on 12th Street at Madrona Avenue in Salem, Marion County. This project provided for the installation of a traffic signal.

On March 16, 1978, the contract was awarded to Linnco Electric Co. for a contract amount of $34,041. The work started on July 11, 1978, and was completed on November 3, 1978.

On November 29, 1978 the final inspection was made with Ted Litchfiled, OSHD Region Construction Engineer; Ken Wolfe, Resident Engineer; Dave Weaver, Region 2 Traffic Engineer; Tom Kent, City of Salem Engineer; Jerry Anderson, Contractor.

This project overran the contracted time by 64 days. Time delays were compounded when materials received late (signal poles and mast arms) were found to be non-specification and had to be returned. A penalty is being assessed and will be reported in the final acceptance report. No other major overruns or underruns were experienced. No contract claims are presently anticipated.

The material used in this project, and the physical construction, are considered to be in substantial conformance with the plans and specifications. The contractor's work has been satisfactorily completed and acceptance is recommended.

RECEIVED
STATE HWY ENGR
DEC 19 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12/19
cy Keasey

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8693

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 12th St. at Madrona Ave. SE

WEEK ENDING: November 11, 1978

SECTION PREFIX: 324-1031

HIGHWAY: City Street (Salem )

COUNTY: Marion

NAME OF JOB: 12th St at Madrona Ave SE (Salem)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Linnco Electric Co.

CONTRACT NUMBER: 8693

FEDERAL AID PROJECT NUMBER: M-1555(5)

DATE OF CONTRACT: March 16, 1978

DATE WORK STARTED: July 11, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 31, 1978

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 40,579.99

EXCLUSIVE OF ENGINEERING: $ 37,035.85

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 37,790.00

ESTIMATED PERCENT: OVERRUN 1.2 %

ENGINEERING AUTHORIZATION: $ 3544.10

ENGINEERING COST TO DATE: $ 5600.00

PERCENT OF AUTHORIZATION: 158 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 106%

DATE PROJECT WAS COMPLETED: November 3, 1978

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| Nov. SUNDAY 5 | Ptly Cldy | | | |
| MONDAY | Clearing | | | |
| TUESDAY | Clear, cool | | | |
| WEDNESDAY | " " | | | |
| THURSDAY | " " | | | |
| FRIDAY | Clear, cold | | | |
| SATURDAY | " " | | | |

K

RECEIVED
NOV 14 1978
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No activity |
| MONDAY | Same |
| TUESDAY | Same |
| WEDNESDAY | Same |
| THURSDAY | Same |
| FRIDAY | Same |
| SATURDAY | Same |

## REMARKS

Contract Work completed.

THIS IS THE FINAL REPORT.

SIGNED K. D. Wolfe LOCATION Salem

DISTRIBUTION: Construction (5), Region, file.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8693

STATE COPY 8

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>4 - 38 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>4-5-78 | te<br>Oregon<br>County<br>Marion<br>Project No.<br>M-1555(5) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., S.E. 12th Street (Salem) at S.E. Madrona Ave.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 6-28-77 | 0.00 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 2-1-78 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 85.8%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 42,178 | FEDERAL FUNDS<br>$ 36,188 |

**The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.**

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator APR 5 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 30, 1978

Federal Aid Project
No. M-1555(5)

12th St. S.E. at Madrona Ave. S.E. (Salem)
FAU 1555, City Street
Marion County

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 2,400.00 |

Type Code Y031
Signal (12th St. at Madrona Ave. S.E.)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 375.00 |
| Temporary Signs | 160 Sq.Ft. | 3.75 | 600.00 |
| Flagmen | 40 Hour | 16.50 | 660.00 |
| Traffic Signal Installation, Complete | All Required | | 32,406.00 |
| | | | $34,041.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 700.00 |
| | Subtotal | $34,741.00 |
| | Engineering | 4,337.00 |
| | Engineering (Signal Controller Testing) | 700.00 |
| | Total | $39,778.00 |

Length of Project - - - - - - - - - - - - 0.00 mi.

Summary of Funds (85.8%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 2,400.00 | $ 2,059.00 | $ 170.50 | $ 170.50 |
| Signal | 39,778.00 | 34,129.00 | 2,824.50 | 2,824.50 |
| Total | $42,178.00 | $36,188.00 | $2,995.00 | $2,995.00 |

Group 1 100%

Contract No. 8693

Prefix 324-1031

Prefix 324-1913

8693

8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 31, 1978

Linnco Electric Co.
910 E. Queen
P. O. Box 925
Albany, OR 97321

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8693 for traffic signal installation on 12th Street S.E. at Madrona Avenue S.E. in Salem, Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
C. O. Fredrickson
Ken Wolfe
L. E. George

LINNCO ELECTRIC

910 E. QUEEN, ALBANY, OREGON 97321
P.O. BOX 925
Phone 926-4266

March 23, 1978

Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

Gentlemen:

Enclosed are two signed copies of the contract for traffic signal installation on 12th Street S. E. at Madrona Avenue S. E. in Salem, Oregon.

Sincerely yours,

LINNCO ELECTRIC

Irene Coburn

Irene Coburn

Encl.

RECEIVED
MAR 28 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8693

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Ken Wolfe
L. E. George
SAIF
Fran

March 16, 1978

Linnco Electric Co.
910 E. Queen
P. O. Box 925
Albany, OR 97321

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for traffic signal installation on 12th Street S.E. at Madrona Avenue S.E. in Salem, Marion County, for the sum of $34,041 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Salem and the Federal Highway Administration and when the sum of $2,840 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8693.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 31, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8693

**OREGON STATE HIGHWAY DIVISION**

Form A-191—(11-71)
SP*67808-734

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: City of Salem
City Hall
Salem, OR 97301

Attention of Miss Betty J. Marsh, City Recorder

Request No. (assigned by staff engineer or head of section) CC 1811

Date April 15, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Advance Deposit $2,840.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained in Advance Deposit | $500.00 | |
| | | To be transferred to State Highway Funds for the S.E. 12th Street @ S.E. Madrona Ave.<br>FAU 1555<br>Agreement No. 6136 | | $2,340.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 2,840.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
324-1031-295

Submitted by:
Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
Gerald W. Wimer Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8693

February 27, 1978

City of Salem
City Hall
Salem, OR 97301

Attention Miss Betty J. Marsh
City Recorder

Gentlemen:

On February 23, 1978 a satisfactory bid was received from Linnco Electric Co., P. O. Box 925, Albany, OR 97321 for 12th St. SE @ Madrona Ave. (Salem) Section, FAU 1555.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---:|
| Bid Items | $34,041.00 |
| Permanent Pavement Striping | 700.00 |
| Signal Controller Testing (Engineering) | 700.00 |
| 4-1/2% Contingencies | 1,594.85 |
| 10% Engineering | 3,544.10 |
| ESTIMATED TOTAL COST | $40,579.95 |

City's Advance Deposit:

7% of $40,579.95 = $2,840.60, or say $2,840.00.

Please make your check in the amount of $2,840.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, East Salem Highway Building, Salem, Oregon 97310, prior to March 17, 1978.

Very truly yours,

Robert E. Prange
Local Projects Supervisor

REP:ljt

bc w/att: Phil Stearns, Region 2: Upon receipt of City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-386 and submit to Finance Branch.

8693

8

February 23, 1978

Mrs. Rosemary Fulgaro, President
Morningside Parent-Teacher Club
1050 Morningside S.E.
Salem, OR 97302

Dear Mrs. Fulgaro:

I thought perhaps you would appreciate additional information about the traffic signal installation at 12th Street S.E. and Madrona Avenue S.E.

Usually the design and preparation of contract documents, which are the responsibility of the Department of Transportation, requires three to four months from start of design to project bid opening. In this case, we first received preliminary plans from the City the end of October 1977. All design work was completed the middle of January 1978, and project bids were opened today. There was a short delay of two or three weeks while we waited for the City to furnish some special details they wanted to incorporate into the project plans.

A traffic signal installation normally requires ten to twelve months installation time after award of contract. Equipment delivery and scheduling of the contractor's work result in the long time period. A shorter project time is possible but results in a higher cost.

A six-month completion time was stipulated for the Madrona Avenue signal and it should be in place and operating by the beginning of the school year next fall.

Please let me know if you have any questions.

Sincerely,

H. S. Coulter
State Highway Engineer

LEG:ds ia

bc F. B. Klaboe
E. S. Hunter
L. E. George
C. O. Fredrickson
George Bell

8693 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

2-1-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-1555(5)

STATE PROJECT NO.
See Below

COUNTY NAME
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
72406

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 2-1-78 | 2-1-78 | FAU 1555 |
| | | STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:
"SE. 12th Street at Madrona Avenue (Salem) Section"

GENERAL DESCRIPTION OF WORK:
Traffic Signal Installation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Permanent Pavement Striping (SF) $700

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1-30-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost $40,601, Federal Funds $34,835.

A signed copy of the Title sheet is returned herewith.

Swan w/file
3-1

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 2-1-78 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Salem

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/24/78
Donald L Rout

2-23-78 Bid Letting ______________ All Clear Deadline

SECTION 12th @ MADRONA (SALEM)
Highway City
County Marion Region 2
Type of Work Signal Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☒ | ☒ | ☒ | Noise study reqd. |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8693

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

1-23-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-1555(5)
Project Name .S.E 12th Street (FAU 1555) @ S.E. Madrona Avenue
724

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

1-31-78 (H)

C.C. DE Swan
CT Keasey
J. Chidsey

Signed at Salem, Oregon, this 23rd day of JANUARY, 1978

City of Salem

Mayor

City Recorder

Certified By:

Regional Right-of-Way Supervisor
Date 1/25/78

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

3

8693

8

NOTED
H. S. COULTER

CITY MANAGER
Telephone (503) 5 [illegible]

October 31, 1977

Mr. Phillip O. Stearns
Region II, Federal Aid Engineer
Oregon State Highway Division
East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

The delays with the installation of the 12th and Madrona Avenue signal are of great concern to not only the Morningside Neighborhood Association and the Morningside School but to the city as well.

It is because of these concerns we must request the completion of this signal be given top priority by your office. We realize the time frame required to bid and install the signal is quite lengthy, and would appreciate any short cuts you can provide.

Very truly yours,

Robert Briscoe
ROBERT BRISCOE
Acting City Manager

RLW:bg

NOTED
LE GEORGE

STATE HWY ENGR
NOV 4 '77
REFER TO
E. [illegible]
FOR

RECEIVED
NOV 3 1977
LOCATION SECTION

RECEIVED
NOV 3 1977

cy Traffic 11/3/77
Salem
[illegible]

8123

8

July 22, 1977

City of Salem
City Hall
Salem, OR 97301

MISC. CONTRACTS and AGREEMENTS No. 6136

Attention: Miss Betty J. Marsh
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning installation of traffic signals at the intersection of S.E. 12th Street (FAU 1555) and S.E. Madrona Avenue (Salem) in Marion County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8693 77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-1555(5)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 72406

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 6-28-77

FEDERAL ROUTE NUMBER FAU 1555

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
"S.E. 12th St. at Madrona Ave. (Salem) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRILIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $2,000 F.F. $1,716
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 20, 1977 letter.

It should be noted that project assessment states that a noise study is required for this project.

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO Swan
Reg to

DATE 6-28-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8673

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: PROJECT DATA SUBMISSION
Item No. 72406
Project No. M-1555(5)
S.E. 12th St. @ S. E. Madrona Ave.
(Salem) Section
Marion County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

> Aurhorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $2,000, with an obligation of $1,716 in federal funds.

CL:dpy

Enclosure

cc: John Sheldrake (Region 2)
Gary Zehner

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

**FEDERAL-AI**
(P

DATE SUBMITTED TO W.O.

6/20/77

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>City St., S.E. 12th Street (Salem)<br>21 65 | **ADT** | PRESENT<br>11,600 | FUTURE<br>N/A<br>(66) (70) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>P.E., Traffic Signal<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL.<br>(74) |

| | | |
|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>M |
| | NAME OF URBAN AREA<br>17-31 Salem | ROUTE NO. U | FEDERA<br>1555 |

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI *(Full description)* | MILES | ESTIMATED PROJEC TOTAL ESTIMATED COST | FEDERAL FUNC |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | 0.0 | 2,000 | 1,716 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>(TOPICS)<br>Y031 | | "S.E. 12th St. @ S.E. Madrona Ave. (Salem) Section | 0.0 | 30,000 | 25,740 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>CL | PROJECT TOTALS | 0.0 | 32,000 | 27,456 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65

**ADT**

PRESENT (66) 11,600

FUTURE N/A (70) YEAR (71) 97 (72)

REGION 10

STATE NAME Oregon

STATE CODE (2) 41 (3)

APPN CODE (4) W32 (9)

ITEM NO. (14) 72406 (18)

AGCY (69) DA CLASSIF. (70) DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER

PREFIX LETTER(S) 14 M- 23

NUMBER 7 1555

SEQ. NO. (5) 13

I. Projects Only

POST MI. (24) (26)

DESIG. 27

COUNTY NAME Marion

CODE 047 (14) (16)

ROUTE NO. U

FEDERAL-AID 1555 (32)

STATE City St. (36)

U.S. (37) - (41)

PROGRAM STAGE

☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

| LES (58) | TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|
| .0 | 2,000 | 1,716 | 142 | 142 (City) | |
| | | | | | |
| 0.0 | 30,000 | 25,740 | 2,130 | 2,130 (City) | ROW - 60'min;' access control-none; Parking restrictions-Partial. |
| 0.0 | 32,000 | 27,456 | 2,272 | 2,272 (City) | |
| | (16) (23) | (24) (33) | | | |

REMARKS

(2
elemen

S.E. 12th St. @ S.E. Madrona Avenue (Salem) Section
Project No. M-1555(5)

Existing Facilities
12th Street (FAU 1555)--Basically 32 foot A.C. surface with 3-foot shoulders

Madrona Avenue (FAU 1520)--22-foot oil surface with 3-foot shoulders

Traffic entering 12th Street from Madrona controlled by stop sign

Adjacent Sections: - Same as existing facilities

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases
2. Install multiphase fully actuated traffic signal and other incidental work common to this type of project.

Note: Preliminary engineering will be performed by City of Salem forces with review and contracting by State forces.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Salem Municipal Airport (McNary Field) lies approximately 1 mile east of the project, however, no conflict in the operation of the airport will result from this project.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on June 6, 1977.

FHPM 4-1-2 (IM 50-1-70) Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Not required under Oregon Action Plan

(b) Location/Design--Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 2

(2) This project was added to the MWVOG FY'77 TIP annual element on December 29, 1976.

with 3-foot shoulders

oot shoulders

stop sign

wing:

d other incidental

Salem forces with

Recreational Areas:

oximately 1 mile east
tion of the airport

in by FHWA on

earinghouse and Dis-

Plan

of this project.

8693

8

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 15, 1977

FROM: G. N. Hopkins
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Madrona Ave. at 12th St.
City of Salem
Marion County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

Approved 6/15/77
Asst. State Hwy. Engr.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 2: John Sheldrake
District 3: R. A. Keuhn
Region 2 Geologist: William Fretwell
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 14 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

7-15-77
Original returned
to Ruben Yate.

81-125-1387

CATEGORY
3 PROJECT

NON-MAJOR
M-1555 (-)

## OREGON STATE HIGHWAY DIVISION
## PROJECT ASSESSMENT

### PART 1. GENERAL INFORMATION

**A. Project Identification:**

Date April 29, 1977
Section Madrona Ave. at 12th St.
Unit (if appl)
County Marion
City Salem
Highway --
State Hwy. No. --
Termini: M.P.(if appl) --
Length --
Region 2
Construction Estimate $32,000
Program Amount

---

**B. Purpose of Project:**

This project installs a two phase vehicle and/or pedestrian actuated traffic signal on 12th Street at Madrona Avenue, providing safe pedestrian crossing and vehicle access to 12th Street.

---

**C. Origin & History of Project:** 12th St. has been identified as a major arterial street and Madrona an east/west collector street by SATS (Salem Area Transp. Study) since 1968. Madrona Ave. is now closed west of 12th because of a steep, unimproved section at Hulsey St. It was recommended in 1968 by SATS and reconfirmed in 1975 that Madrona be made a through street to complete it as an east/west collector. Signalization of this intersection has been requested for many years. The prime problem has been the pedestrian crossing especially near Morningside Elementary School. The heavy volume of 12th St. traffic makes pedestrian crossing very difficult. The Salem School District Nov. 23, 1976, appropriated FAU matching funds to serve as the City's share of this project.

---

**D. General Description of Project:**

This project installs a two phase, fully actuated, traffic signal at the Madrona Ave./12th Street intersection. Pedestrian actuation will be available and illumination will be included. It will be built to accommodate the future improvements of both 12th Street and Madrona Ave.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 3-5' ; Parking No
Proposed: No. Lanes ____ ; Med. ____ ; Shldrs. ____ ; Parking ____

Traffic: Existing Facility: Existing ADT 11600-12th 3800 -Mad; Projected ADT 16500-12th 10500-Mad.Yr. 2000
Existing Level of Service A without signal - C with signal

Proposed Facility: Projected ADT 16.500 - 12th 10,500 - Madrona ; Yr. 2000
Projected Level of Service ____

Right of Way: Additional anticipated No : if yes, give approx. No. Parcels______
Yes, No

Acres______: Type of Relocation Req.______________: No.______

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

A high priority SATS funded project.

FHWA and/or OSHD approvals given, if any:

None given yet

Location or Design Alternatives (identify and describe):

None

Other Descriptive Information or Comments:

Both Madrona Ave. and 12th St. are unimproved streets. The signal will be designed to accommodate the improvement of both streets, even though two of the signal poles will need relocation with the improvements.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

Madrona at 12th Street is a level intersection at the top of the "12th Street hill". 12th St., 1000 ft. north of Madrona, and Madrona, 300 ft. east of 12th St. slope down (7% and 10% grades, respectively) to the base of this hill. The area is not subject to flooding.

The intersection is surrounded by developed property, residential housing on the S.E., N.E., and N.W. corners. A grammar school is situated on the S.W. corner.

There is no known wildlife other than birds, squirrels, and other small animals common to the inhabited portions of Salem.

The soil of this area is a red clay. Large boulders can be seen near the surface.

2. Cultural:

The intersection is zoned RS (Residential, Single Family) on three corners (N.W., N.E. AND S.E.). The southwest corner is zoned PE (Public Education).

Except during night time hours, 12th Street traffic noise is ever present, especially during morning and evening peak hours. It is used by both trucks and busses.

Underground utilities, private and public, are located in both streets (city water and sewer, Pacific Northwest Bell Telephone). Portland General Electric has overhead electrical services through the intersection.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

Morning traffic may be diverted from 12th Street to Commercial. Madrona Ave. traffic may increase due to easier access to 12th Street. The signal will regulate traffic flow through the intersection.

Consequences--Air Quality, Noise, Safety, etc.:

Increased noise
Increased crossing safety (especially for pedestrians)
Increased delay 12th Street traffic

3. Estimated Impact on Land Use:

N/A

Consequences:

4. Expected Impact on Natural Ecological Resources:

N/A

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

May increase traffic through a residential area.

Consequences:

Increased noise
Without improvements, pedestrian safety will decrease on all the streets.

6. Preliminary Identification of Areas of Critical Concern:

Traffic impact.

7. Potential for Controversial Issues:

Low. Madrona traffic may increase.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards A noise study report will be needed for this project.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

Conforms to SATS plans for the area.

---

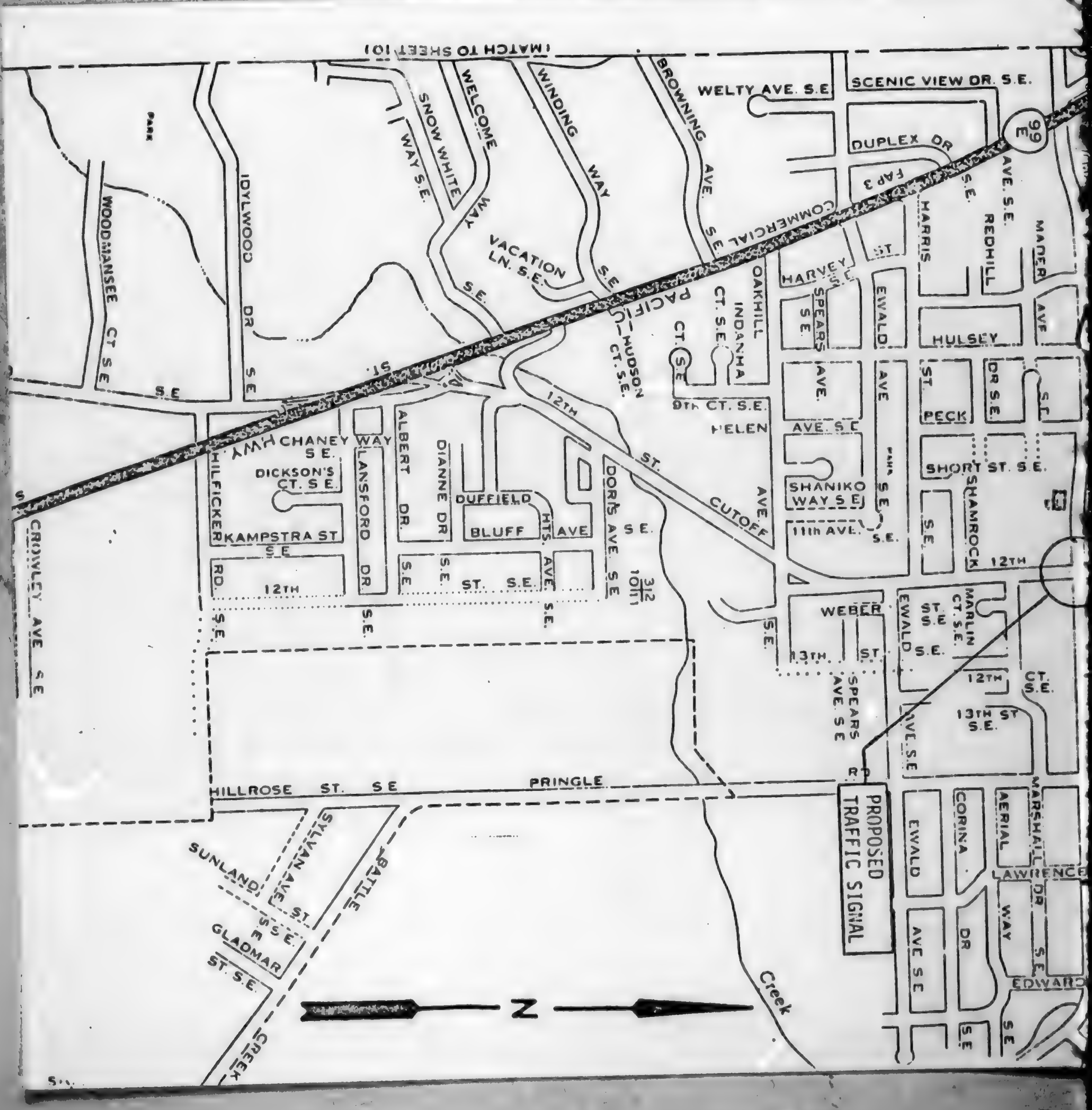
C. Recommended Type of Action and Documentation:

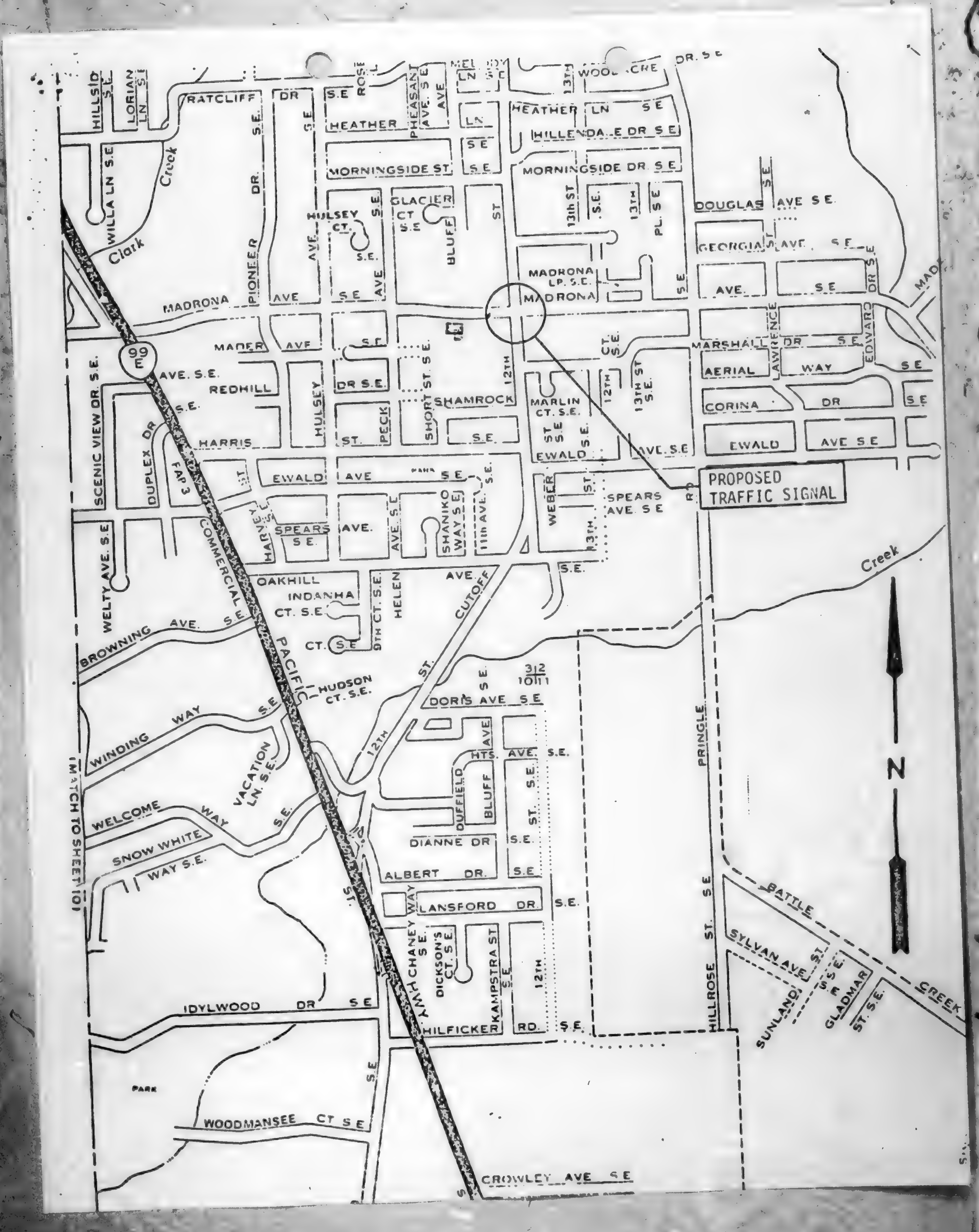
| -------------MAJOR ACTION------------------ | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | X ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


(MATCH TO SHEET 101)
PARK
WOODMANSEE CT S.E.
IDYLWOOD DR S.E.
SNOW WHITE WAY S.E.
WELCOME WAY S.E.
WINDING WAY S.E.
VACATION LN. S.E.
BROWNING AVE. S.E.
WELTY AVE. S.E.
SCENIC VIEW DR. S.E.
DUPLEX DR
FAP 3
99 E
COMMERCIAL ST.
PACIFIC HWY
HARVEY ST.
SPEARS AVE S.E.
EWALD AVE
HARRIS AVE. S.E.
REDHILL AVE. S.E.
MADER AVE
HULSEY
OAKHILL CT. S.E.
INDANHA CT. S.E.
HUDSON CT. S.E.
9TH CT. S.E.
HELEN AVE. S.E.
PECK DR S.E.
SHORT ST. S.E.
SHAMROCK
SHANIKO WAY S.E.
11th AVE. S.E.
12TH ST. CUTOFF
CHANEY WAY S.E.
DICKSON'S CT. S.E.
HILFICKER RD. S.E.
KAMPSTRA ST S.E.
LANSFORD DR. S.E.
ALBERT DR. S.E.
DIANNE DR S.E.
DUFFIELD
BLUFF HTS. AVE S.E.
DORIS AVE. S.E.
12TH ST. S.E.
312 1011
CROWLEY AVE S.E.
WEBER
13TH ST
EWALD ST. S.E.
MARLIN CT. S.E.
12TH CT. S.E.
13TH ST S.E.
SPEARS AVE S.E.
HILLROSE ST. S.E.
PRINGLE RD
PROPOSED TRAFFIC SIGNAL
EWALD AVE S.E.
CORINA DR
AERIAL WAY
MARSHALL DR S.E.
LAWRENCE
EDWARD
SUNLAND
SYLVAN AVE S.E.
GLADMAR ST. S.E.
BATTLE CREEK
Creek
N



PROPOSED TRAFFIC SIGNAL

WOODACRE DR. S.E.
MELODY LN S.E.
ROSE
HILLSIDE S.E.
LORIAN LN S.E.
RATCLIFF DR S.E
HEATHER
PHEASANT AVE. S.E
HEATHER LN S.E
HILLENDALE DR S.E
MORNINGSIDE ST. S.E.
MORNINGSIDE DR. S.E
DOUGLAS AVE S.E.
GEORGIA AVE S.E.
WILLA LN S.E.
Clark Creek
PIONEER DR. S.E.
HULSEY CT. S.E.
GLACIER CT S.E
BLUFF
13th ST S.E.
13TH PL. S.E
MADRONA LP. S.E.
MADRONA AVE S.E
MADRONA
MADER AVE
99 E
AVE. S.E.
REDHILL
MARSHALL DR S.E.
LAWRENCE
EDWARDS DR S.E
AERIAL WAY
CORINA DR
SCENIC VIEW DR. S.E.
DUPLEX DR
HULSEY
DR S.E.
SHORT ST. S.E.
SHAMROCK
12TH
MARLIN CT. S.E.
CT. S.E.
13TH ST S.E.
HARRIS
PECK ST.
S.E.
EWALD AVE S.E.
EWALD
FAP 3
SPEARS AVE. S.E.
SPEARS AVE. S.E
HARVEY
WEBER
13TH
SHANIKO WAY S.E.
11th AVE. S.E.
WELTY AVE. S.E.
COMMERCIAL
OAKHILL AVE.
INDANHA CT. S.E.
CT. S.E
9TH CT. S.E.
HELEN
CUTOFF
BROWNING AVE. S.E.
PACIFIC
HUDSON CT. S.E.
12TH ST.
DORIS AVE S.E
3|2
10|11
Creek
PRINGLE RD
WINDING WAY S.E.
VACATION LN. S.E.
HTS. AVE. S.E.
DUFFIELD
BLUFF AVE
ST. S.E.
N
WELCOME WAY S.E.
SNOW WHITE WAY S.E.
DIANNE DR S.E.
ALBERT DR. S.E.
LANSFORD DR. S.E.
CHANEY WAY S.E.
DICKSON'S CT. S.E.
KAMPSTRA ST S.E.
12TH
BATTLE CREEK
SYLVAN AVE S.E.
SUNLAND
ST. S.E.
GLADMAR ST. S.E.
HILLROSE ST. S.E
MATCH TO SHEET 101
IDYLWOOD DR S.E
HILFICKER RD. S.E.
PARK
WOODMANSEE CT S.E
S.E
CROWLEY AVE S.E

8693

CITY
OF SALEM,
OREGON
salem
City Hall / 555 Liberty St. S.E.
Zip Code 97301

June 15, 1977

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

I am enclosing herewith for your information and files, a copy of City of Salem Resolution #77-156, approving an agreement with the State Highway Department relative to installation of a traffic signal at Madrona Avenue and 12th Street SE.

This resolution was adopted by the City Council at its meeting held June 13, 1977.

Very truly yours,

Betty J. Marsh

Betty J. Marsh
City Recorder

1 Enclosure

cc: City Traffic Engineer

L9/3

✓ Ⓟ

PROJECT MANAGEMENT
JUN 20 '77
REFER TO:
Holmes Saa
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
MAINOR C. HOLMES

RESOLUTION NO. 77 156

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SALEM, OREGON:

THAT an agreement with the State of Oregon by and through its department of Transportation relative to the installation of a traffic signal at Madrona and 12th Streets S.E. is hereby approved and the Mayor and Recorder on behalf of the City of Salem are authorized to execute same.

ADOPTED by the Common Council this 13th day of June, 1977.

ATTEST:

CITY RECORDER

OK

8693 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 6, 1977

In reply refer to: HB.2

SUBJECT: Oregon Project M-1555(-)
Project Assessment
Madrona Ave. at 12th St.
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' May 25, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. [illegible]
for G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Reg. 2, Welsh)

RECEIVED
STATE HWY ENGR
JUN 10 '77
REFER TO
[illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

orig to

8693

GEN . FILES

8

**DATE:** May 9, 1977

**TO:** Oregon Transportation Commission

**FROM:**
H. S. Coulter
State Highway Engineer

**SUBJECT:** Federal Aid Urban System Project Requests and Project Cancellation

On the Consent Calendar for the May 17 meeting will be a request to cancel a previously approved Urban System Project and eight requests for approval of Urban System projects.

The request for cancellation is for a previously approved project on S.W. 49th Avenue (Multnomah County) and Kerr Road (Clackamas County).

Medford is requesting a $125,000 traffic signal project on Crater Lake Avenue at the Spring Street and McAndrews Road intersections.

A $2,298,000 project to widen and improve a 1.38-mile section of N.W. Front Avenue is being requested by the City of Portland.

The City of Salem is requesting a $32,000 project to signalize the intersection of S.E. 12th Street and S.E. Madrona Avenue.

The request from Woodburn is for a $436,000 project to reconstruct 0.74 mile of East Cleveland Street between Front Street and Pacific Highway West.

Two project requests were submitted by Lane County. One is a $285,000 project on 5th Street in Springfield. The other is a $550,000 project to widen and improve a 2.42-mile section of Northwest Expressway.

Washington County's two project requests are for a $1,522,000 project on S.W. Barnes Road and a $420,000 project on N.W. 185th Avenue.

Federal Aid Urban System Funds for these projects is estimated at $4,327,420 with the State providing approximately $351,790 in match funds and $988,790 being contributed by the local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

GEZ:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
F. E. Terpin
V. E. Skoog
E. L. Hardt
John Sheldrake
Alfred Shirley, Jr.
D. N. Harwell
George Bell
Max Klotz

## SUMMARY

## PROPOSED URBAN SYSTEM PROJECTS

| Jurisdiction | Section | Total Cost | Federal Funds | State's Share |
|---|---|---|---|---|
| Clackamas and Multnomah Cos. | S. W. Stephenson St.-S. W. Lower Boones Ferry Rd. (Lake Oswego) Sec., S. W. 49th Ave.-Kerr Rd., FAU 9407 | PROJECT CANCELLATION | | |
| City of Medford | Crater Lake Ave. (FAU 2471) at Spring St. and McAndrews Rd. (Medford) | $ 125,000 | $ 107,500 | $ 8,750 |
| City of Portland | N. W. Kittridge Ave.-N. W. 26th Ave. (Portland) Section, N. W. Front Ave., FAU 9300 | 2,298,000 | 1,976,280 | 160,860 |
| City of Salem | S. E. 12th Street (FAU 1555) at S. E. Madrona Ave. | 32,000 | 27,520 | 2,240 |
| City of Woodburn | Front St.-Pacific Hwy. East (Woodburn) Sec., E. Cleveland St., FAU 5262 | 436,000 | 144,000 | 11,500 |
| Lane Co. | Hayden Br. Rd.-"Q" St. (Springfield) Sec., 5th St., FAU 1205 | 285,000 | 211,000 | 17,000 |
| Lane Co. | Prairie Rd.-Irving Rd., and Park Ave.-River Rd. (Eugene) Sec., Northwest Expressway, FAU 1095 | 550,000 | 191,000 | 15,500 |
| Washington Co. | Sunset Hwy. (US 26)-Washington Co. Line Sec., S. W. Barnes Rd., FAU 9326 | 1,522,000 | 1,308,920 | 106,540 |
| Washington Co. | Sunset Hwy. (US 26)-N. W. Cornell Rd. Sec., N. W. 185th Ave., FAU 9043 | 420,000 | 361,200 | 29,400 |
| | TOTAL | $5,668,000 | $4,327,420 | $351,790 |

77-d
5/6/77

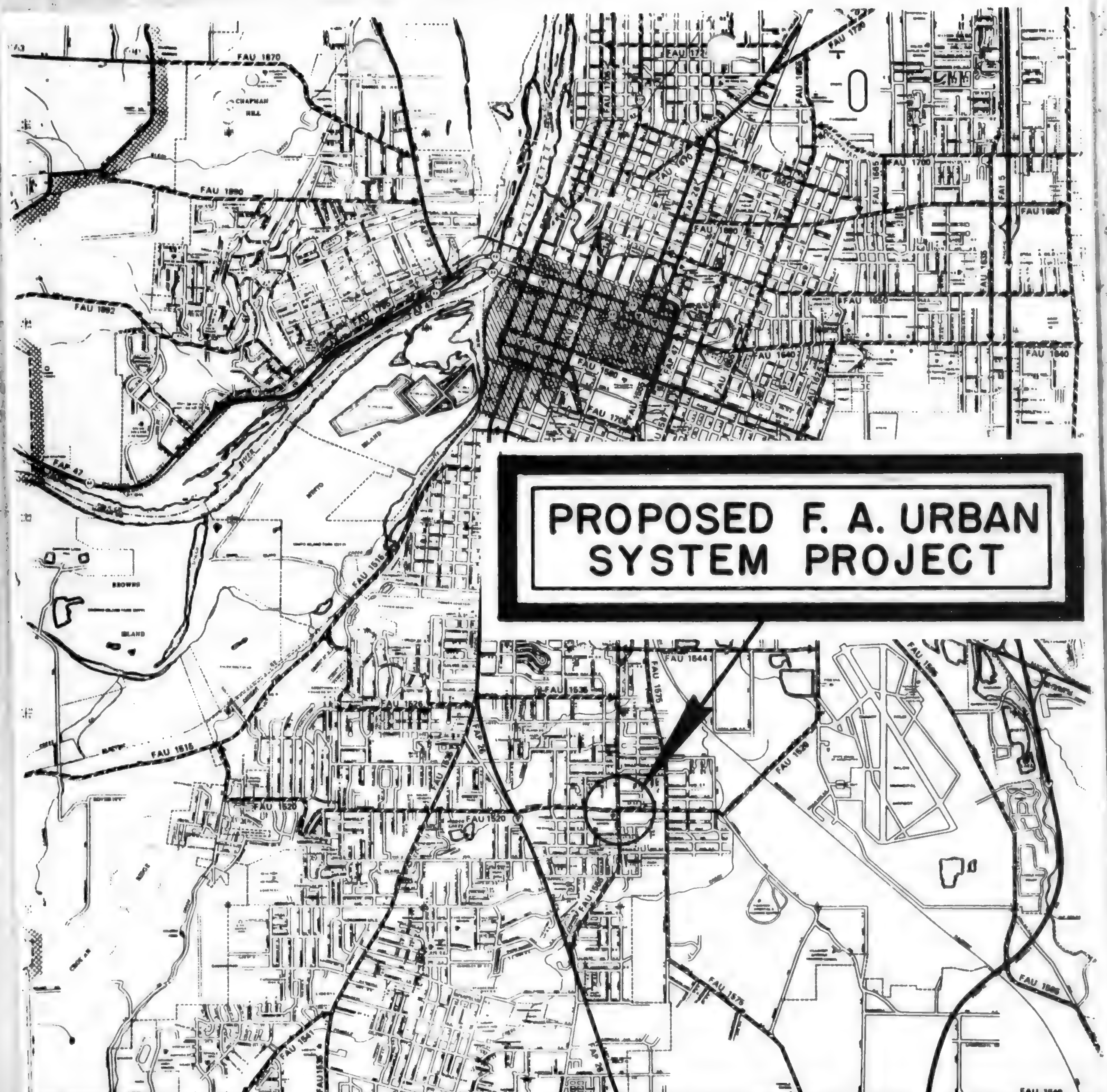
CITY OF SALEM
Proposed Urban System Project

S. E. 12th Street (FAU 1555) at S. E. Madrona Avenue
Signals and Illumination
$32,000

This project entails all the work and costs to signalize the intersection of S. E. 12th Street and S. E. Madrona Avenue.

City will perform the preliminary engineering and State will perform Construction engineering.

77-d
5/6/77



PROPOSED F. A. URBAN SYSTEM PROJECT

FAU 1870
CHAPMAN HILL
FAU 1890
FAU 1892
FAU 1700
FAU 1660
FAU 1650
FAU 1640
FAI 5
AP 47
BROWNS ISLAND
FAU 1515
FAU 1644
FAU 1535
FAU 1520
FAU 1575
FAU 1541
FAU 1640
SALEM

Form -734-3039 5673

5

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section 12TH St. @ Madrona (Salem)

Highway FAUS 1555

County Marion

Date April 20, 19 77

Authorization No. 1

Survey Prefix 324-1913 (Assigned by Salem office)

---

Description of termini, route, length, etc.:

The intersection of 12th St. S.E. (FAUS 1555) and Madrona Ave. S.E. in Salem. Project Length 0.4 mile, 0.2 mile either side of intersection.

Purpose of survey: To prepare plans, specifications, and cost estimate for the installation of a 2 phase fully actuated signal at the intersection of 12th St. and Madrona Ave.

This is an FAU Project of high priority on the Salem Area Transportation Study.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 100 |
| City | 903 | 1,000 |
| Plans | 905 | 100 |
| Traffic | 911 | 100 |
| Utility | 914 | 100 |
| Specifications | 921 | 100 |
| Environmental | 923 | 100 |

M-1555(5)

| | |
|---|---|
| Total estimated cost of survey | $ 1,600 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Don Thurston Field Engineer

For: James E. Chaney

Recommended for Approval: John W. [illegible] Regional Engineer

Recommended for Approval: Location Engineer

Approved: Deputy Assistant State Highway Engineer

SP*19760-734

OFFICE ENGINEERING SECTION

P. E. APPR. 6-28-77

FED. AID FAUS STATE

NOTED

M[illegible]NOR C. HOLMES

26-73

salem

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Utilities/Public Works

April 8, 1977

REGION 2 ENGINEER
RECEIVED
RE RTS ROE
U ROC RFE

Mr. Phillip O. Stearns
Region II Federal Aid Engineer
East Salem Highway Building
Salem, Oregon 97310

Re: Madrona at 12th Street
F.A.U. Project Request

Dear Mr. Stearns:

Attached is a Federal Aid Project request for the signalization of Madrona Avenue at 12th Street. Project Assessment and Council Resolution No. 77-77 authorizing the request are also attached.

Please process this application on behalf of the City of Salem. If you have any questions please contact us.

Sincerely,

Lew Garrison

LEWIS H. GARRISON, P.E.
Assistant Traffic Engineer

LHG:skl

cc: B. T. Van Wormer, Dir. Util/P.W.
Doug Van Dyke, Traffic Administrator

--AN EQUAL OPPORTUNITY EMPLOYER--

# FEDERAL AID PROJECT REQUEST

Date 4-8-77

Applicant Agency City of Salem

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. 1555 Route Name 12th Street

Project Name Traffic Signal Installation - Madrona Avenue at 12th Street.

12th St. at Madrona Ave. (Salem) Section

Project Length Intersection Project Location (Attach sketch map)

Project Description Install fully actuated two-phase traffic signal on 12th Street at Madrona Avenue.

Average Daily Traffic 11,600 Design Speed 35 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32' Travel Lanes two Shoulders Gravel 3' - 5'

Medians -- Parking No parking

Sidewalks None

Remarks Both streets are unimproved paved streets.

2. Desired Roadway Cross Section: (Attach sketch) No change proposed

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' to 80' 12th St.<br>53' to 60' Madrona

Minimum 60' N. of Madrona<br>53' E. of 12th St.

Maximum 80' S. of Madrona<br>60' W. of 12th St.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None existing

2. Proposed Signalization:

Location Madrona Avenue at 12th Street

Type Fully Actuated

Phases Two

Type of Suspension Span Wire

Interconnected No

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

## IV. ILLUMINATION DATA.

1. Existing Illumination and Location:

S.W. corner, Madrona at 12th Street

2. Proposed Illumination:

Location S.W. and N.E. corners - Madrona Avenue at 12th Street

Type 1000 Watt Mercury Vapor

Remarks Will replace existing illumination

## V. STRUCTURE DATA N/A

1. Existing Structure:

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

## VI. RAILROAD DATA

N/A

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Doug Van Dyke, Utilities/Public Works Dept. City of Salem
   Office
2. Environmental — "
   Office
3. Public Hearing — Doug Van Dyke, Utilities/Public Works Dept. City of Salem
   Office

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ -- |
| Right-of-way costs (if participating) | -- |
| Traffic control | 29,000 |
| Illumination | -- |
| Structures | -- |
| Railroad | -- |
| Other State Testing and Inspection | 2,000 |
| Preliminary engineering | 1,000 |
| PROJECT TOTAL | $ 32,000 |

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF________ and/or ________ COUNTY

By________ By________

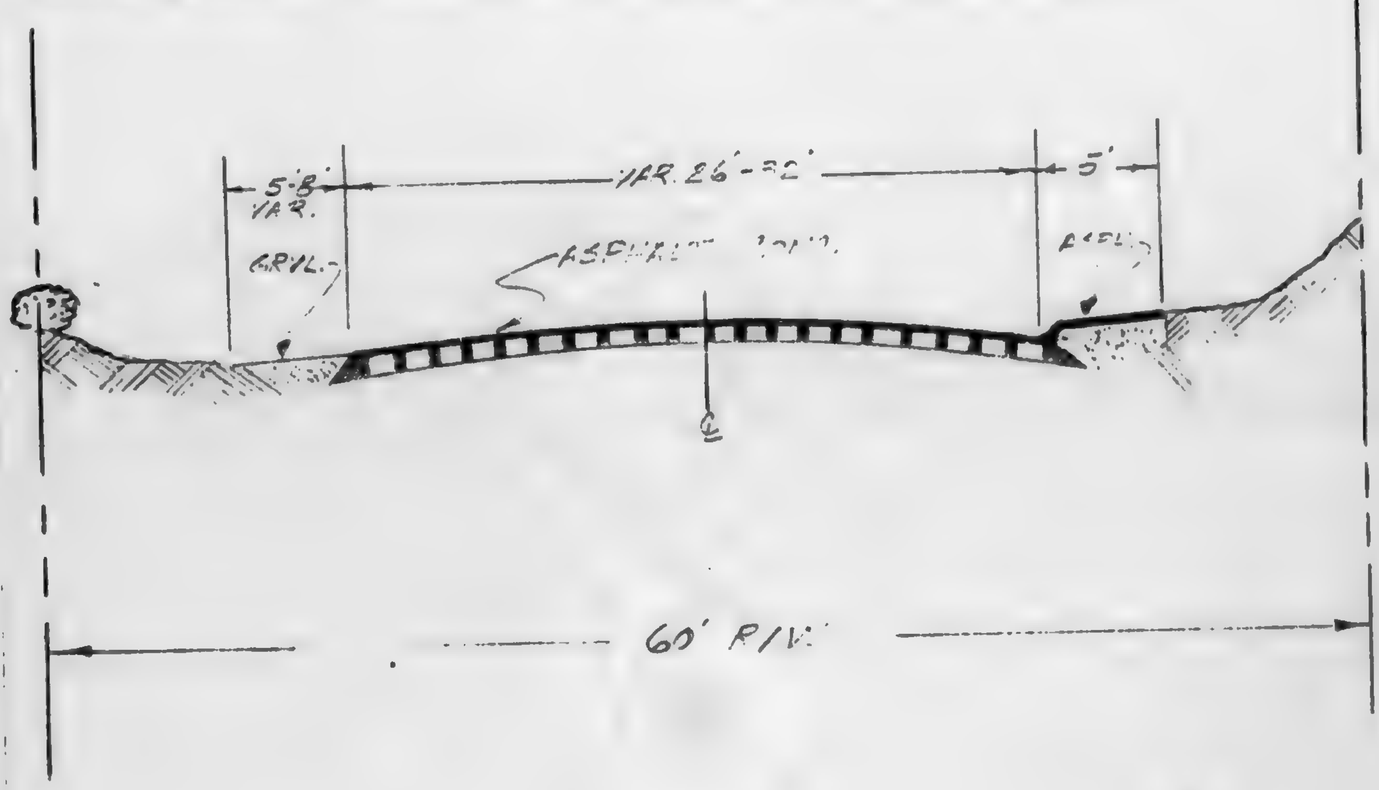
By________ By________

By________

# ROADWAY CROSS-SECTIONS
# EXISTING

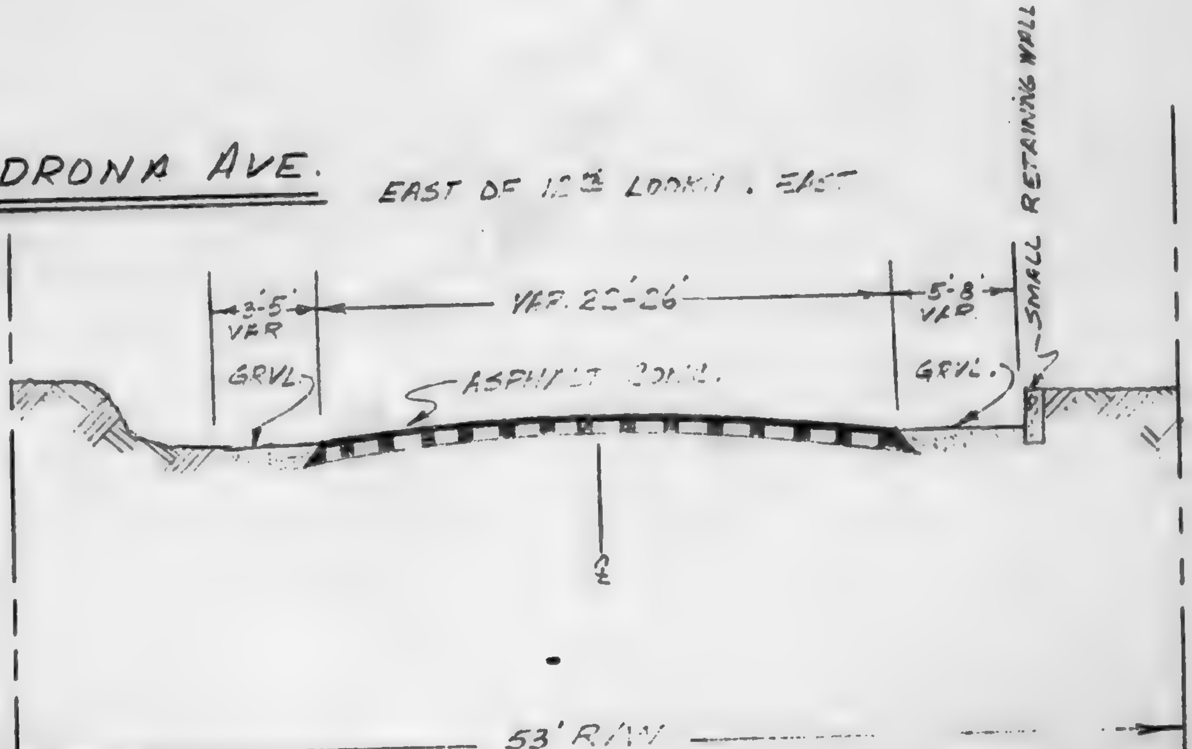
## 12th ST.

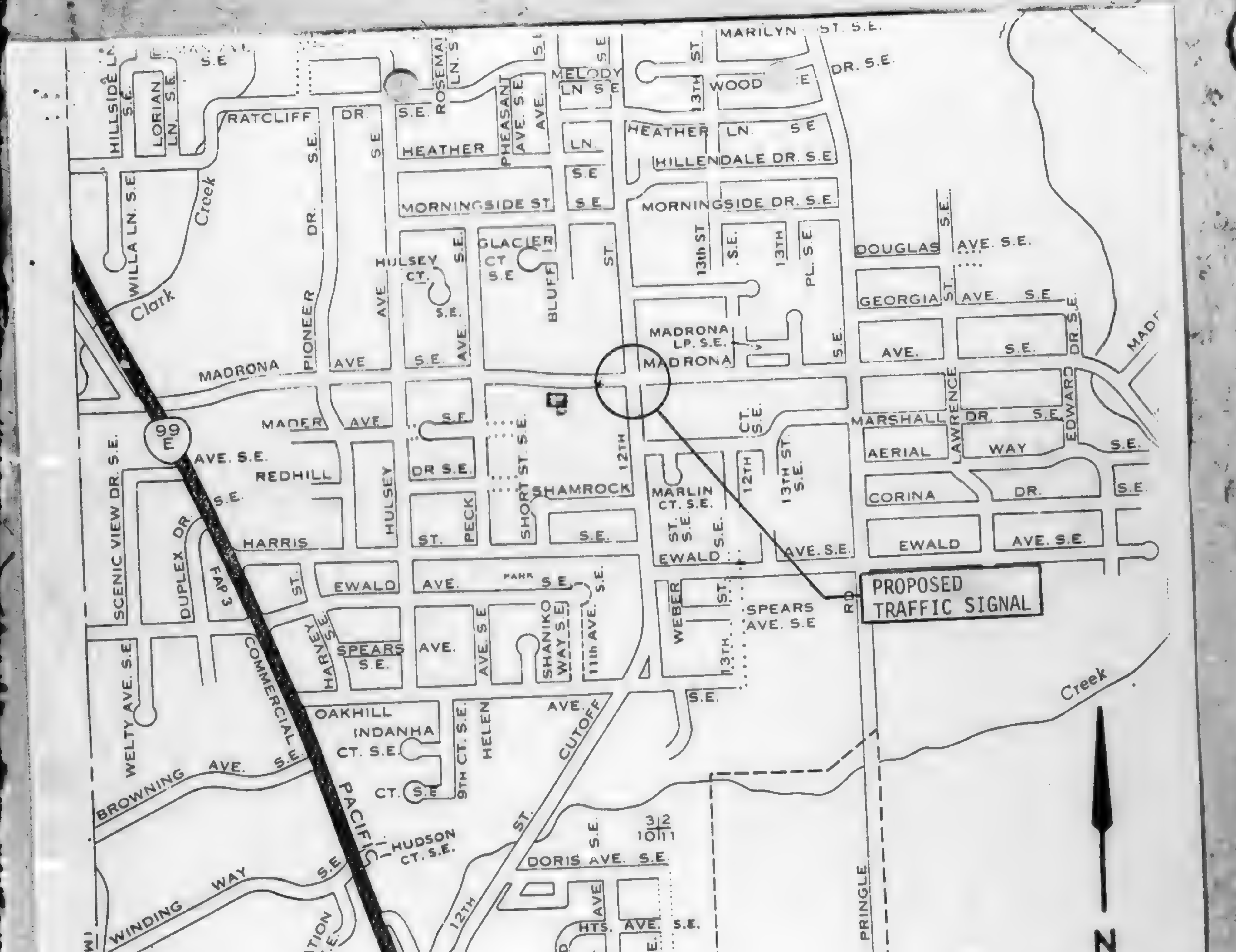
NORTH OF MADRONA LOOKING SOUTH


5-8' VAR.
VAR. 26'-32'
5'
GRVL.
ASPHALT CONC.
ASPH.
℄
60' R/W

## MADRONA AVE.

EAST OF 12th LOOKING EAST


SMALL RETAINING WALL
3-5' VAR
VAR. 22'-26'
5-8' VAR.
GRVL.
ASPHALT CONC.
GRVL.
℄
53' R/W

MARILYN ST. S.E.
S.E.
HILLSIDE LN.
LORIAN LN. S.E.
ROSEMARY LN. S.E.
MELODY LN. S.E.
13TH ST.
WOOD
DR. S.E.
RATCLIFF DR. S.E.
PHEASANT AVE. S.E.
AVE.
HEATHER
LN.
S.E.
HEATHER LN. S.E.
HILLENDALE DR. S.E.
MORNINGSIDE ST.
MORNINGSIDE DR. S.E.
WILLA LN. S.E.
Clark Creek
PIONEER DR. S.E.
AVE. S.E.
HULSEY CT. S.E.
GLACIER CT. S.E.
BLUFF ST.
13th ST. S.E.
13TH PL. S.E.
S.E.
DOUGLAS AVE. S.E.
GEORGIA ST. AVE. S.E.
MADRONA LP. S.E.
MADRONA
AVE.
S.E.
DR. S.E.
MADRONA AVE S.E.
MADE
MADER AVE
S.E.
99 E
AVE. S.E.
REDHILL
DR S.E.
SHORT ST. S.E.
12TH
CT. S.E.
MARSHALL DR. S.E.
LAWRENCE
EDWARD
AERIAL WAY
S.E.
SCENIC VIEW DR. S.E.
DUPLEX DR.
S.E.
HULSEY
PECK
SHAMROCK
MARLIN CT. S.E.
12TH
13TH ST. S.E.
CORINA DR.
S.E.
HARRIS
ST.
S.E.
ST. S.E.
S.E.
EWALD
AVE. S.E.
EWALD AVE. S.E.
FAP 3
ST.
EWALD AVE.
PARK
S.E.
S.E.
WEBER
ST.
SPEARS AVE. S.E
RD
PROPOSED TRAFFIC SIGNAL
HARVEY S.E.
SPEARS AVE.
S.E.
AVE. S.E.
SHANIKO WAY S.E.
11th AVE.
13TH.
COMMERCIAL
S.E.
WELTY AVE. S.E.
OAKHILL
INDANHA CT. S.E.
9TH CT. S.E.
HELEN
AVE.
CUTOFF
Creek
BROWNING AVE. S.E.
CT. S.E
PACIFIC
12TH ST.
S.E.
3 2
10 11
HUDSON CT. S.E.
DORIS AVE. S.E
WINDING WAY S.E.
VACATION LN. S.E.
HTS. AVE. S.E.
AVE
PRINGLE
N
(MATCH TO SHEET 10)
WELCOME WAY S.E.
DUFFIELD
BLUFF
ST. S.E.
SNOW WHITE WAY S.E.
DIANNE DR. S.E.
ALBERT DR. S.E.
ST
LANSFORD DR. S.E.
WAY
BATTLE
CHANEY S.E.
DICKSON'S CT. S.E.
KAMPSTRA ST S.E.
12TH
SYLVAN AVE. ST.
S.E.
S.E.
SUNLAND
GLADMAR
ST. S.E.
CREEK
HILLROSE ST. S.E.
HWY
IDYLWOOD DR. S.E.
HILFICKER RD. S.E.
S.E.
PARK
WOODMANSEE CT. S.E.
CROWLEY AVE. S.E.
RD.
S.E.

8693

3-[illegible]-77

9

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Oregon State Highway Division
State Highway Building
Salem, Oregon
97310

Gentlemen:

Enclosed for your files is a certified copy of City of Salem Resolution No. 77-77 requesting State and Federal Highway approval for the installation of a fully activated traffic signal at Madrona and 12th Streets, SE.

This resolution was adopted by the City Council at their meeting held March 28, 1977.

Very truly yours,

Betty J. Marsh

Betty J. Marsh
City Recorder

Enclosure 1
cc: Traffic Engineer

4-4-77 Copy - George - TAA

RECEIVED
APR 4 1977
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

--AN EQUAL OPPORTUNITY EMPLOYER--

# CERTIFICATION

STATE OF OREGON )
COUNTY OF MARION ) ss
CITY OF SALEM )

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached copy of Resolution No. 77-77, adopted by the City Council on March 28, 1977 has been prepared by me, compared with the original and is a true and correct copy of said resolution.

WITNESS my Hand and the Seal of the City of Salem, Oregon this 31st day of March, 1977.

Betty J. Marsh City Recorder

RESOLUTION NO. 77 77

WHEREAS, the Common Council has heretofore identified the intersection of 12th and Madrona Streets S.E. as having a high priority for installation of a traffic signal; and

WHEREAS, Salem School District No. 24J did, on November 23, 1976, appropriate the sum of $2,240 for use by the City of Salem as local matching funds for the installation of such a signal under a proposed Federal Aid Urban (FAU) grant; and

WHEREAS, it appears that such sum will satisfy the obligation of local matching funds for an FAU project; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SALEM, OREGON:

THAT the Mayor is hereby authorized to execute, on behalf of the City of Salem, a request or application to appropriate State and Federal authorities for grants to supplement such sums as are now or may hereafter be appropriated by Salem School District No. 24J for the installation of a fully activated traffic signal at the intersection of Madrona and 12th Streets S.E.

ADOPTED by the Common Council this 28th day of March, 1977.

ATTEST:

CITY RECORDER

MID WILLAMETTE VALLEY
**COUNCIL OF GOVERNMENTS**
400 SENATOR BUILDING ★ 220 HIGH ST. N.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177
W. J. KVARSTEN, *Director*

REGION 2 ENGINEER
*RECEIVED*
APR 2 6 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ UIF ☐ GEO ☐ RSO ☐ ROC ☐ RFE

December 6, 1976

Mr. Larry Rulien
Program Management Section
Oregon State Highway Division
Oregon Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Larry:

The Salem Area Transportation Study amended the Annual Element of the Transportation Improvement Program at the November 23rd meeting of the Coordinating Committee. Previously, $120,000 of Federal Aid-Urban monies were allocated to the preliminary engineering/environmental impact statement phase of a street widening project on Center Street. Monies were not found for the local matching share on this project, however, which had the effect of releasing these funds for other uses.

In order to fully expend our FAU allocation, the Annual Element was amended to include $28,100 of FAU funds for a traffic signal at the intersection of 12th and Madrona.

I would ask that this modification be approved by the State, in order to authorize FAU monies for this project.

Sincrerely,

Bruce Phelps

Bruce Phelps, Transportation Coordinator
Salem Area Transportation Study

BP/cah

cc Doug Van Dyke

**MEMBER AGENCIES:**
State of Oregon. COUNTIES: Marion, Polk, Yamhill. CITIES: Amity, Aumsville, Carlton, Dallas, Dayton, Hubbard, Independence, Jefferson,
Lafayette, McMinnville, Monmouth, Mt. Angel, Salem, Sheridan, Silverton, Stayton, Turner, Willamina, Woodburn. SPECIAL DISTRICTS: Marion,
Yamhill I.E.D.'s; Marion, Polk, Yamhill Soil & Water Conservation Districts; Marion County Fire District # 1, Salem School District 24J.

MINUTES

SALEM AREA TRANSPORTATION STUDY
COORDINATING COMMITTEE
November 24, 1976
PGE Room, Salem City Library
3:00 P.M.

MEMBERS PRESENT

Jane Cummins
Leo Chaffin
Grace Thorp
John Anderson
Ellen Lowe
Bud George Representing Bob Schroeder

MEMBERS ABSENT

Bob Royer
Randy Curtis
Walt Gjersvold

OTHERS PRESENT

Penny Ferris, Morningside Local School Advisory Committee
Sandy Pritchard, Morningside Parent-Teacher Committee, Chairman
Nancy Richings, Department of Community Development
Margaret Fullerton, Principal, Morningside School
Karen Wren, Monrningside Local School Advisory Committee
William Cranford, Oregon Department of Transportation
Chuck Stevens, Council of Governments
Richard Arnold, Federal Highway Administration
Dorothy Bailey, Keizer Council for Community Action
Doug Van Dyke, Traffic Engineer, City of Salem
Ken Walker, Council of Governments
Dennis Lewis, Council of Governments
Bruce Phelps, Transportation Coordinator, Council of Governments
Russ Abolt, Assistant City Manager-Salem

CALL TO ORDER
NOTE OF ATTENDANCE

Chairman Ellen Lowe called the meeting to order. The attendance was noted as shown above.

APPROVAL OF MINUTES

The Chairman called for corrections to the minutes of the October 27, 1976 meeting. There being no corrections, the minutes were approved as written.

Chairman Lowe commented that the Public Meeting held on the I-305 Transfer Projects the previous evening was well attended by the Neighborhood Planning Groups and that it was a very positive public meeting. In addition, coordination is going on between the city and county, and as a result of a meeting a few hours earlier, the City Council will bring forth a Resolution For Withdrawal on the 6th of December.

Since a number of persons representing the Morningside area were in attendance for the discussion on Agenda Item D., the Chairman changed the order of business to address that item first.

## AGENDA ITEM D. SATS TRANSPORTATION IMPROVEMENT PROGRAM

SATS TRANSPORTATION
IMPROVEMENT PROGRAM

Bruce Phelps

Bruce Phelps said that each year $600,000 of federal (FAU) money is received, and the Coordinating Committee has the responsibility of allocating these monies to the urban area. In July, recommendations were made on the use of that money, and $120,000 was recommended for the PE/EIS phase of a street improvement project on Center between 13th and Hawthorne. The feeling at that time was that the local match would be difficult to obtain from normal sources, but that the Public Works Employment Bill could be used as match for the local share requirement. However, it was later learned that the Public Works monies cannot be used as local match to FAU monies. As a result, there is $120,000 in unused FAU money this fiscal year. Some weeks ago the Community Relations Advisory Committee of the School District was given a presentation on the types of improvements for the Madrona area; and a question was raised on the installation of a traffic signal at 12th and Madrona (currently 7th on the city's list of projects). However, in this case, local match will be provided by the School District, and an opportunity exists to use unallocated FAU money.

In answer to a question from John Anderson regarding the need for a traffic signal at that location, Doug Van Dyke said that the project satisfies traffic warrants. He said that CATC, as well as the staff is very pleased with this action, although it will cause more traffic congestion on 12th Street and will probably attract traffic from West of 12th to use the signal to move onto 12th; and it will increase the traffic on Madrona.

MOTION THAT THE AN-
NUAL ELEMENT OF THE
TIP BE AMENDED TO I
CLUDE THE 12TH-MAD-
RONA TRAFFIC SIGNAL
CARRIED

Grace Thorp then moved

THAT THE ANNUAL ELEMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM BE AMENDED TO INCLUDE THE 12TH-MADRONA TRAFFIC SIGNAL

The motion was seconded, voted upon and CARRIED.

Discussion followed on whether unused FAU and Safer-Off-System Road monies should be used for pedestrian and bicycle facilities. Bruce Phelps said that the ability of the City to generate the local match to the federal share of either program is an impossibility with one exception--the 1% gas tax money allocated for the construction of bike and pedestrian paths (about $9,000 is received annually by the City of Salem and nearly $28,000 by Marion County). The $9,000 City share can be used to match federal money.

Dick Arnold said that the final regulations on the use of Safer-Off-System Roads money are not yet out, but the monies cannot be used for bikeways or pedestrian paths alone. There must be an associated road improvement project in order to qualify some of these monies for pedestrian-bicycle needs.

Jane Cummins said that for the last four years neighborhood planning groups have been asked to identify needs within their area. Frequently they have mentioned the need for school walkways in order to provide better safety for their children. She felt that they should be contacted for an updated priority listing before any decision is made on a final project list.

Doug Van Dyke said that CATC annually reviews bike/walk way needs and are holding a public hearing on this matter on December 1.

8694 Broadway Bridge (West Appr.) 1978
of FAU Rts. 9022 & 9318 (city sts.)
in Portland (Deck surfacing)

C&a 6120 7-26-77

8694

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 1-13-81 | CC-81-02 | |

CREDIT DISTRIBUTION

| | |
|---|---|
| 326-1934-297 | $1,960.64 |
| 326-1001-297 | $1,126.82 |

**BILL TO:** Code:

Multnomah County
2115 S.E. Morrison Street
Portland, Oregon 97214
Attn: Oliver J. Domreis
County Engineer

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement:<br>Interstate Transfer Project IX-0000(3)<br>Broadway Bridge (West Approaches)<br>Multnomah County<br>Agreement No. 6120<br>Contract No. 8694 | | | |
| TOTAL COST | | | $109,183.52 |
| Less Federal Funds | | | 92,816.06 |
| County Share | | | 16,367.46 |
| County Advance Deposit | | | 14,780.00 |
| (Attach Itemized Statement to Invoice) | | | |

Advance Deposit Amount $ 14,780
Advance Deposit Previously Transferred to Highway Fund $ 13,280
Balance $ 1,500
Transfer to Highway Fund $ 1,500
Refund Due $ - - - -

Amount Due $ 1,587.46

Submitted by: Gary E. Zehner
Gary E. Zehner

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC-1806

Approved:
D. E. Swan

SP*35736-734

a

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** January 13, 1981

COUNTY MULTNOMAH **Contract No.** 8694 **Date Completed** 6-27-78

**PROJECT #** IX-0000(3) **Section** Broadway Bridge (West Approaches)

**PAYMENTS TO CONTRACTOR**

| ITEM | TOTAL COST |
|---|---|
| Preliminary Engineering | $ 7,440.80 |
| Payments to Contractor | 92,362.03 |
| Payments to Contractor (Credit) | (181.05) |
| Construction Engineering | 9,298.52 |
| Interest | 48.00 |
| Audit Expense | 183.79 |
| Project Management | 27.27 |
| EEO Monitoring | 4.16 |
| TOTAL PROJECT COST | $109,183.52 |
| Federal Funds | 92,816.06 |
| COUNTY SHARE | $ 16,367.46 |

**Reference:** **Billing Form** CC-81-02

FORM 734-1745

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

5694 10-30-79

cc: STATE (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>Ten | REPORT NO.<br>2 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>10-30-79 | REPORT MADE BY<br>Vincent Tabor, Assistant Area Engineer | | PROJECT NO.<br>IX-0000(3) |
| COMPLETION DATE<br>6-27-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>9-26-78 | TIME ELAPSED<br>See explanation below % | CONTRACT TIME |
| APPROVED EXTENSIONS<br>None | LOCATION<br>City St., Broadway Bridge W. Approach Section in Portland | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

The project provided for repairs to bridge expansion joints, preparation and cleaning of the deck, and placement of a fiber reinforced AC membrane overlaid with a Class "C" asphaltic concrete mix.

There was a specified completion date of August 1, 1978, and the contract work was done by June 27, 1978.

Overall project costs underran by 2.3 percent with the final total cost of approximately $103,144.

Acceptance was recommended on November 8, 1978.

RECEIVED
STATE HWY ENGR
OCT 31 '79
REFER TO Keasey
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

11-1
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE C J Christianson | | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer | |
| TITLE Area Engineer | DATE 10/31/79 | TITLE FOE | DATE 10/31/79 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

S - 8694

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 12 - 111

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12 - 1 - 78

Form Approved: O M B No. 04-R2089

State Oregon

County Multnomah

Project Number IX-0000(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 9, 1977, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 106,834.00 | $ 112,774.00 |
| Federal funds | $ 91,663.00 | $ 96,760.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include an additional approved item.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of December, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

BXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon November 27, 1978

Federal Aid Project
No. IX-0000(3)

BROADWAY BRIDGE (WEST APPROACH)
FAU 9022 and FAU 9318 ROUTES
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 7,000.00 |

Type Code X541
Approach Deck Reconstruction (NW Lovejoy St. and N.W. Broadway Ave.) (Bridge West Approaches)

| | | |
|---|---|---|
| Subtotal of previous estimate of July 24, 1978 | | $ 87,192.00 |

Additional Approved Item

| | | |
|---|---|---|
| EWO 1 Repair Expansion Dams | All Required | $ 4,786.00 |
| | Subtotal | $ 91,978.00 |
| | Engineering | 13,796.00 |
| | TOTAL | $105,774.00 |

Length of Project ----------------- 0.00 Mile

SUMMARY OF FUNDS (85.8%)

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 7,000.00 | $ 6,006.00 | $ 994.00 |
| Deck Reconstruction | 105,774.00 | 90,754.00 | 15,020.00 |
| TOTAL | $112,774.00 | $96,760.00 | $16,014.00 |

Group 1 - 100%
Contract No. 8694
Prefix: 326-1001
Prefix: 326-1934
Prefix: 426-1934 (County Only)

8644

STATE COPY

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| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | orm Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| MODIFICATION NUMBER<br>2 | 7-31-78 | Project Number<br>IX-0000(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 9, 1977, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 101,034 | $ 106,834 |
| Federal funds | $ 86,686 | $ 91,663 |
| Other revisions | | |

This modification is made for the following reasons:

To increase preliminary engineering costs based on billings received from Multnomah county.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of July, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E G Hunter

Technical Services Engineer
(Title)

By for H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

[illegible]

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 24, 1978

Federal Aid Project
No. IX-0000(3)

BROADWAY BRIDGE (WEST APPROACHES)
FAU 9022 AND FAU 9318 ROUTES
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 7,000.00 |

Type Code X541
Approach Deck Reconstruction (N.W. Lovejoy St. and N.W. Broadway Ave.) (Bridge West Approaches)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 8,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 4,000.00 |
| Temporary Signs | 158 Sq. Ft. | 4.00 | 632.00 |
| Temprorary Barricades | 8 only | 50.00 | 400.00 |
| Flagmen | 100 hour | 16.00 | 1,600.00 |
| Temporary Asphalt Ramps | All Required | | 3,000.00 |
| Membrane Waterproofing | 6,900 Sq. Yd. | 5.00 | 34,500.00 |
| Class "C" Asphalt Concrete | 480 Ton | 22.00 | 10,560.00 |
| Furnish and Install Unit Dams and Seals | All Required | | 14,000.00 |
| Concrete Expansion Dams | All Required | | 7,500.00 |
| Furnish and Install Preformed Compression Joint Seals | All Required | | 3,000.00 |
| | Subtotal | | $ 87,192.00 |
| | Engineering | | 12,642.00 |
| | Total | | $ 99,834.00 |

Length of Project - - - - - - - 0.00 mile

Work Retained in Program Status
(Not included in amounts below.)

| | | |
|---|---|---|
| Steel Expansion Joint Repair | All Required | $ 5,000.00 |

SUMMARY OF FUNDS (85.8%)

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 7,000.00 | $ 6,006.00 | $ 994.00 |
| Deck Reconstruction | 99,834.00 | 85,657.00 | 14,177.00 |
| Total | $ 106,834.00 | $ 91,663.00 | $15,171.00 |

Group 1 - 100%

Contract No. 8694

Prefix: 326-1001

Prefix: 326-1934

8694

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | m Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>4-47 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| MODIFICATION NUMBER | 4-5-78 | Project Number<br>IX-0000(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 9, 1977, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ ~~13,500~~ | $ ~~101,034~~ |
| Federal funds | $ ~~11,500~~ | $ ~~86,686~~ |
| Other revisions | | |

This modification is made for the following reasons:

Added construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of April, 1978.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Engineer
*(Title)*

By H S Coulter

State High,way Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

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Oregon State Highway Division
Salem, Oregon, March 30, 1978

Federal-aid Project
No. IX-0000(3)

BROADWAY BRIDGE (WEST APPROACHES)
FAU 9022 AND FAU 9318 ROUTES
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 1,200.00 |

Type Code X541
Approach Deck Reconstruction (N.W. Lovejoy St. and N.W. Broadway Ave.) (Bridge West Approaches)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 8,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 4,000.00 |
| Temporary Signs | 158 sq.ft. | 4.00 | 632.00 |
| Temporary Barricades | 8 only | 50.00 | 400.00 |
| Flagmen | 100 hour | 16.00 | 1,600.00 |
| Temporary Asphalt Ramps | All Required | | 3,000.00 |
| Membrane Waterproofing | 6,900 sq.yd. | 5.00 | 34,500.00 |
| Class "C" Asphalt Concrete | 480 ton | 22.00 | 10,560.00 |
| Furnish and Install Unit Dams and Seals | All Required | | 14,000.00 |
| Concrete Expansion Dams | All Required | | 7,500.00 |
| Furnish and Install Preformed Compression Joint Seals | All Required | | 3,000.00 |
| | Subtotal | | $ 87,192.00 |
| | Engineering | | 12,642.00 |
| | Total | | $ 99,834.00 |

Length of Project- - - - - - - - - - - - - - - - - - - - 0.00 mile

Work Retained in Program Status
(Not included in amounts below.)

| | | | |
|---|---|---|---|
| Steel Expansion Joint Repair | All Required | | $ 5,000.00 |

SUMMARY OF FUNDS (85.8%)

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 1,200.00 | $ 1,029.00 | $ 171.00 |
| Deck Reconstruction | 99,834.00 | 85,657.00 | 14,177.00 |
| Total | $101,034.00 | $ 86,686.00 | $14,348.00 |

Group 1 - 100%

Contract No. 8694

Prefix: 326-1001

Prefix: 326-1934

STATE COPY

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| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>8-74 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>8-9-77 | ate Oregon<br>County Multnomah<br>Project No. IX-0000(3) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Broadway Br. W. Approach (Portland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 5-12-77 | 0.25 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro Rata

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 13,500 | $ 11,500 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Technical Services Engineer
*(Title)*
By
acting State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator AUG 09 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 3, 1977

Federal Aid Project
No. IX-0000(3)

Broadway Bridge (West Approach) Section
City Street In Multnomah County

Project Agreement Estimate

| | | |
|---|---|---|
| Type Code P.E. | | |
| Preliminary Engineering | All Required | $ 13,500.00 |
| | Total | $ 13,500.00 |

Length of Project - - - - - - - - - - 0.25 mile

SUMMARY OF FUNDS (85.8%)

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| P.E. | $ 13,500.00 | $11,500.00 | $ 2,000.00 |
| Retain In Program | | | |
| Construction | $ 86,600.00 | $74,300.00 | $12,300.00 |
| Total | $100,100.00 | $85,800.00 | $14,300.00 |

Group 1 - 100%
Prefix 326-1934

8( 4+

cc: State (H. S. Coulter)

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

11-8-78

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Multnomah | DIVISION<br>Oregon |

IN COMPANY WITH
Marion Craft, Region Constr. Engr., OSHD
Ken Wheatley, Bridge Engr., Multnomah County

| | | |
|---|---|---|
| DATE OF INSPECTION<br>8-8-78 and<br>11-8-78 | INSPECTION MADE BY<br>C. T. Christianson, Area Engineet | PROJECT NO.<br>IX-0000(3) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>100 % | WORK COMPLETED<br>100 % |

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### BROADWAY BRIDGE
### APPROACH STRUCTURES
### Resurfacing

This inspection covered a field review of the completed work and an in-depth review of project records.

The project was administred by Multnomah County. It provided for reconstruction and seal of structure expansion joints as well as restoring the deck wearing surface with a special asphaltic cement mixture.

No work was in progress at the time of this inspection. All contract work was completed on 6-27-78 at a final estimated cost of $87,600, representing a negligible overrun.

Daily inspector's reports, materials test reports, and performance test reports were reviewed. These documents indicated satisfactory conformance with contract requirements and reflected very good workmanship. The completed project has a smooth ride and excellent appearance.

Project records contained the required EEO reports and covered the necessary certifications for subconstractors.

Field notes were reviewed and found to adequately support intermediate and final pay estimates.

The Resident Engineer was not sure of the final engineering costs regarding State monitoring and testing services. Some State inspection and testing charges seem high in relation to the quantity and cost of materials used.

It is recommended that testing and inspection procedures be modified for small projects to reduce relative engineering costs.

It is recommended that a time responsive accounting and reporting procedure be investigated for projects administered by local agencies. This would allow a better local knowledge of project engineering charges.

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8694

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September 28, 1978

Transamerica Insurance Company
1150 S. Olive Street
Los Angeles, CA 90015

Gentlemen:

Contract No. 8694 awarded to Hamilton Construction Co. for work on the Broadway Bridge (West Approaches) Section of FAU 9022 and 9318 in Multnomah County was completed on June 27, 1978, and accepted by the State Highway Engineer on September 26, 1978.

Final payment in the amount of $4,645.11 will be released to the contractor after October 3, 1978. The total contract amount is $92,180.98 including $4,786.01 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

kkr

cc: Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
R. L. Hardt

8694

ROBERT W STRAUB
GOVERNOR

*Oregon State Highway Division*

Transportation Building, Salem, Oregon 97310

**DATE:** September 8, 1978

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Construction Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. IX-0000(3)

Contract 8694, Work Completed June 27, 1978

Project Broadway Bridge (W. Approaches)

Highway FAU 9022 & 9318

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8-8-78 CH

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green
Division Administrator

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR

SEP 25 '78

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
SEP 22 1978
CONSTRUCTION
BRANCH

| | | |
|---|---|---|
| Keasey | | Richards |
| Jackmond | | Berg |
| Hopkins | | Inloes |
| Williams | | Widmer |
| Johnson | | Gebauer |
| Glenn | | Church |

8694 8

FORM E-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISIO

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Broadway Bridge

WEEK ENDING: 30 June '78

SECTION PREFIX: 326-1001

HIGHWAY: FAU 9022 & 9318

COUNTY: Multnomah

NAME OF JOB: Broadway Bridge West Approach

KIND OF WORK: Resurfacing & Expansion Joints.

CONTRACTOR: Hamilton Construction Co.

CONTRACT NUMBER: 8694

FEDERAL AID PROJECT NUMBER: 1X-0000-(3)

DATE OF CONTRACT: 20 March '78

DATE WORK STARTED: 17 April '78

ESTIMATED COMPLETION DATE: 27 June '78

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: 1 August '78

PERCENT OF TIME ELAPSED: 71/106 67%

PROJECT AUTHORIZATION: $ 105,559.84

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 96,340.64

ENGINEERING AUTHORIZATION: $ 9,219.20

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98,902.12

ENGINEERING COST TO DATE: $ 5,000.00 Est.

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED PERCENT: OVERRUN 2.7%

PERCENT OF AUTHORIZATION: 54%

DATE PROJECT WAS COMPLETED: 27 June '78

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 6757 A | | | | | | | |
| PERCENT | 100% | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY 26 | Fair | | | |
| TUESDAY 27 | Fair | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
JUL 6 1978
CONSTRUCTION BRANCH

Keesey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY 27 | Installed compression seal at Bt 12<br>Repaired concrete dam @ Bt 12<br>Repaired curb cut at Bt G south |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Project complete

SIGNED K. Wheatly LOCATION Portland

Kenneth Wheatly

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8694

Form 81-734-1384 (9-77)

Oregon Department of Transportation
HIGHWAY DIVISION

## PROJECT INSPECTION REPORT

Intermediate ☐

Final ☒

6-2-78

| | | | | |
|---|---|---|---|---|
| Project Name<br>Broadway Bridge (West Approach) | | | | Contract No.<br>8694 |
| Highway<br>FAU 9022 & 9318 | | | County<br>Multnomah | Prefix No.<br>326-1001 |
| Contract Time Elapsed 67 % | Contract Work Completed 100 % | Contract Work Quality<br>Excellent | Contract Work Progress<br>Very Good | F.A. Project No.<br>1X-0006(3) |
| Inspection date<br>June 2, 1978 | | By<br>Marion Craft | | |

In company with Bud Heinz, Ken Wheatley (Multnomah County), Mult. Co. Inspector & Hamilton Const. ~~Representative~~

### REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

We looked at the two types of joints and the paving. All work was done in an excellent appearing manner. The joints look good and ride very smooth. The paving rides and looks very well. On the date of this inspection, the rubber joint at the western most bent on the Lovejoy Ramp had not been installed. When this is in place, this project is considered to be built in accordance with the plans and specifications and acceptable.

June 27, 1978. The rubber joints was installed on this date and the project is complete.

(USE ADDITIONAL SHEETS AS REQUIRED)

### FINAL INSPECTION CHECKLIST

| | |
|---|---|
| NA | Date opened to traffic or in operation |
| June 27, 1978 | Date of Second Notification |
| --------- | Date Contractor's notice for semi-final inspection received |
| June 27, 1978 | Date Contractor removed equipment, plant, etc. |
| 2 to 3 weeks | Estimated submittal date of semi-final estimate |
| June 27, 1978 | Recommended acceptance date of completed contract work |

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
~~Project Engineer~~ (If Applicable)

Signed Marion Craft

Title Reg Const Engr

8694

P

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Multnomah County
2115 SE Morrison
Portland, OR 97204

Attention of Olive Domreis,
County Engineer

Request No. (assigned by staff engineer or head of section) CC 1806

Date April 16 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Advance Deposit $14,780.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained in Advance Deposit | $1,500.00 | |
| | | To be transferred to State Hwy. Funds for the Broadway Br., W. Appr. Section, FAU 9022+9318 Agreement No. 6124 | | $13,280.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 14,780

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
326-1001-297

Submitted by:
Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
Gerald Wimer
Gerald W. Wimer
Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 7, 1978

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8694 for deck surfacing on the Broadway Bridge (West Approaches) in Multnomah County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Transamerica Insurance Company
1130 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland, Inc. of Oregon
1920 Georgia Pacific Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Roy Heinz

TO:

Oregon Transportation Commission
Department of Transportation
Highway Division
131 Transportation Bldg.
Salem, Oregon 97310

**HANSEN & ROWLAND INC.**
P. O. BOX 1633, TACOMA, WASHINGTON 98401
PHONE: (206) 627-1161

Date: March 29, 1978

Re: Broadway Bridge - Multnomah County - Contract #8694

---

Gentlemen:

Per request of Hamilton Construction Co., enclosed are two executed copies of the contract and Performance Bond.

Sincerely,

Karen Smith

Karen Smith
Bond Dept.

cc: Mr. Jack Axtell (invoice enclosed)
Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477

NOTED
C. W. HEAD

RECEIVED
MAR 31 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

S-96A

8694

8

bc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Roy Heinz
SAIF
Fran

March 20, 1978

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for deck surfacing on the Broadway Bridge (West Approaches) in Multnomah County for the sum of $87,192 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and Multnomah County and when the sum of $14,780 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8694.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 1, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8694

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPR AL AND/OR AUTHORIZATION

3-1-78

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO.<br><br>ITEM NO.<br>71439 | FEDERAL AID PROJECT NO.<br>IX-0000(3)<br>STATE PROJECT NO.<br>See Below<br>COUNTY NAME<br>Multnomah<br>PROGRAM STAGE (Check) ☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>3-1-78 | DATE AUTHORIZATION EFFECTIVE<br>3-1-78 | FEDERAL ROUTE NUMBER<br>FAU 9022 & 9318<br>STATE ROUTE NUMBER<br>City Streets |

GENERAL LOCATION:

"Broadway Bridge (West Approach) Section"

GENERAL DESCRIPTION OF WORK:

Deck Surfacing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 1-30-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $135,379, Federal Funds $116,155.

A signed copy of the Title Sheet is returned herewith.

Swan w/ encl
3-6

NOTED
F. B. KLABOE

| | | |
|---|---|---|
| DATE<br>3-1-78 | SIGNATURE OF APPROVING OFFICIAL<br>G K Hoss | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

~~DIRECTOR OF TRANSPORTATION~~
Fred B Klaboe ASSISTANT DIRECTOR FOR OPERATIONS

DISTRICT ENGINEER

869.4

P

February 27, 1978

Multnomah County Board of Commissioners
2115 S.E. Morrison
Portland, OR 97204

Attention Mr. Oliver Domreis
County Engineer

Gentleman:

On February 23, 1978 a satisfactory bid was received from Hamilton Construction Co., P. O. Box 659, Springfield, Oregon 97477 for Broadway Bridge (West Approaches) Portland Section, FAU 9022 and 9318.

The anticipated construction cost based on their bid is as follows:

| | | |
|---|---|---|
| Bid Items | $ 87,192.00 | |
| Repair or Replace Armored Corners at Bents 1, 4 & G | 5,000.00 | |
| 4-1/2% Contingencies | 4,148.64 | |
| 10% Engineering | ~~9,219.20~~ | 2,000 |
| ESTIMATED TOTAL COST | $105,559.84 | 98,340.64 |

County's Advance Deposit:

98,340.64 = 13,767.69 a Say 13,770.00

14% of $105,559.84 = $14,778.38, or say $14,780.00.

Please make your check in the amount of $14,780.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N.E. Glisan St., Portland, OR 97213, prior to March 17, 1978.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

FFH:ljt

bc w/att: Jon Rose, Region 1: Upon receipt of County's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-387 and submit to Finance Branch.

N M

8694

9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE.- Salem, OR 97301

DATE: February 2, 1978

In reply refer to: HBR.1-OR/430.2

SUBJECT: Oregon Project IX-0000(3)
Broadway Bridge-West Approaches

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

The work plan for polyester fiber asphalt concrete submitted with Mr. Wallace's January 20,1978, letter is approved.

Use of this material as a Category 2 Experimental Project is approved.

NOTED
E. S. HUNTER

Robert W. Pillsbury
for G. L. Green

cc:
W. Hart, Bridge Design (ODOT)
G. Beecroft, Res. (ODOT)

RECEIVED
TECHNICAL SERVICES

FEB 7 '78

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | [illegible] | [illegible] |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

1859
ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 20, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97303

NOTED
E. S. HUNTER

Broadway Bridge-West Approaches
FAU 9022-9318 (City Streets)
Multnomah County
Deck Surfacing

Enclosed is a copy of the County's Work Plan and Inspection Report for the experimental item, polyester fiber asphalt concrete, to be used in the deck surfacing on the subject bridge.

We have reviewed the plan and find it to be satisfactory and request your approval of the plan and use of this material on this project as a Category 2 item, per FHWA Federal Aid Highway Program Manual, Vol. 6, Chapter 4, Section 2, Subsection 4.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Assistant Structural
Design Engineer

Enclosure

cc: ~~E.~~ S. Hunter
D. H. Moehring
C. Pietrok
Kenneth Wheatley (Multnomah Co.)

RECEIVED
TECHNICAL SERVICES
JAN 20 '78
REFER TO

FOR

| Info | Inves | R/D | U/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8694

P

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

11-21-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 1X-0000-(3)
Project Name Broadway Br. (West Approach)
FAU-9022-9318 City Sts. 726

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

A ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

12-2-77

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 21st day of November, 19 77

CC: DE Swan
CT Keasey
J. Chidsey

County of Multnomah

~~County Judge/Chairman~~
Oliver J. Domreis
County Engineer

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 11/23/77

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

86

9

July 26, 1977

Multnomah County Board of Commissioners
Courthouse
Portland, OR 97204

MISC. CONTRACTS and
AGREEMENTS No. 6120

Attention: Diane Trudo
Clerk of the Board

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the N.W. 9th Avenue-Broadway Bridge Section of N.W. Lovejoy Street, FAU 9022, and N.W. Johnson Street-Broadway Bridge Section of N.W. Broadway Avenue, FAU 9318.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8694 5-12-77 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-0000(3)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71439

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 25'77
REFER TO Siwon
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
|  | 5-12-77 | FAU 9022 & 9318 |
|  |  | STATE ROUTE NUMBER<br>City streets |

GENERAL LOCATION:
"Broadway Bridge (West approach) Section" City of Portland

GENERAL DESCRIPTION OF WORK:
Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 11, 1977, letter, you are now authorized to proceed with all phases of preliminary engineering including utility preparatory work effective May 12, 1977, at a total estimated amount not to exceed $13,500 - Federal funds $11,500.

DATE: 5-12-77

SIGNATURE OF APPROVING OFFICIAL:

TITLE: For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—828-787

DATE: April 11, 1977

TO: Oregon Transportation Commission

AGENDA
APR 19 1977

1 M

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the April 19 meeting will be three requests for approval of Urban System projects.

The City of Baker is requesting a $73,000 project to widen and improve the West Side Truck Route.

A $75,000 preliminary engineering project to prepare final plans for widening and improving Front Street is being requested by the City of Salem.

Multnomah County's request is for a $100,000 project to seal the expansion joints and resurface the west approaches to the Broadway Bridge.

It is proposed that $86,000 in Interstate Transfer funds from the former Mt. Hood Freeway will be utilized for the Multnomah County project with the County providing all of the $14,000 match funds. Federal Urban System funds for the other two projects is estimated at $127,280 with the State providing approximately $10,360 in match funds and a like amount being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreement for and on your behalf.

Att.

GEZ:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
F. E. Terpin

V. E. Skoog
W. J. Hart, Region 1
John Sheldrake, Region 2
W. E. Schwartz
D. N. Harwell
George Bell
Max Klotz

# SUMMARY

## Proposed Urban System Projects

| Jurisdiction | Section | Total Cost | Federal Funds | State's Share |
|---|---|---|---|---|
| Baker (78%) | Auburn Avenue-Baker-Unity Highway (Baker) Section, 10th Street, Myrtle Avenue and 5th Street, FAU 4841 | $ 73,000 | 56,940<br>$ ~~62,780~~ | 8,030<br>$ ~~5,110~~ |
| Salem P.E. | Division Street-Trade Street (Salem) Section, Front Street, FAU 1705 | 75,000 | 64,500 | 5,250 |
| Multnomah Co. | N. W. 9th Avenue-Broadway Bridge Section, N. W. Lovejoy Street, FAU 9022 and N. W. Johnson Street-Broadway Bridge Section, N. W. Broadway Avenue, FAU 9318 | 100,000 | 86,000 | -- |
| | Total | $248,000 | 207,440<br>~~$213,280~~ | 13,280<br>~~$10,360~~ |

77-c
4/7/77

MULTNOMAH COUNTY
Proposed Urban System Project

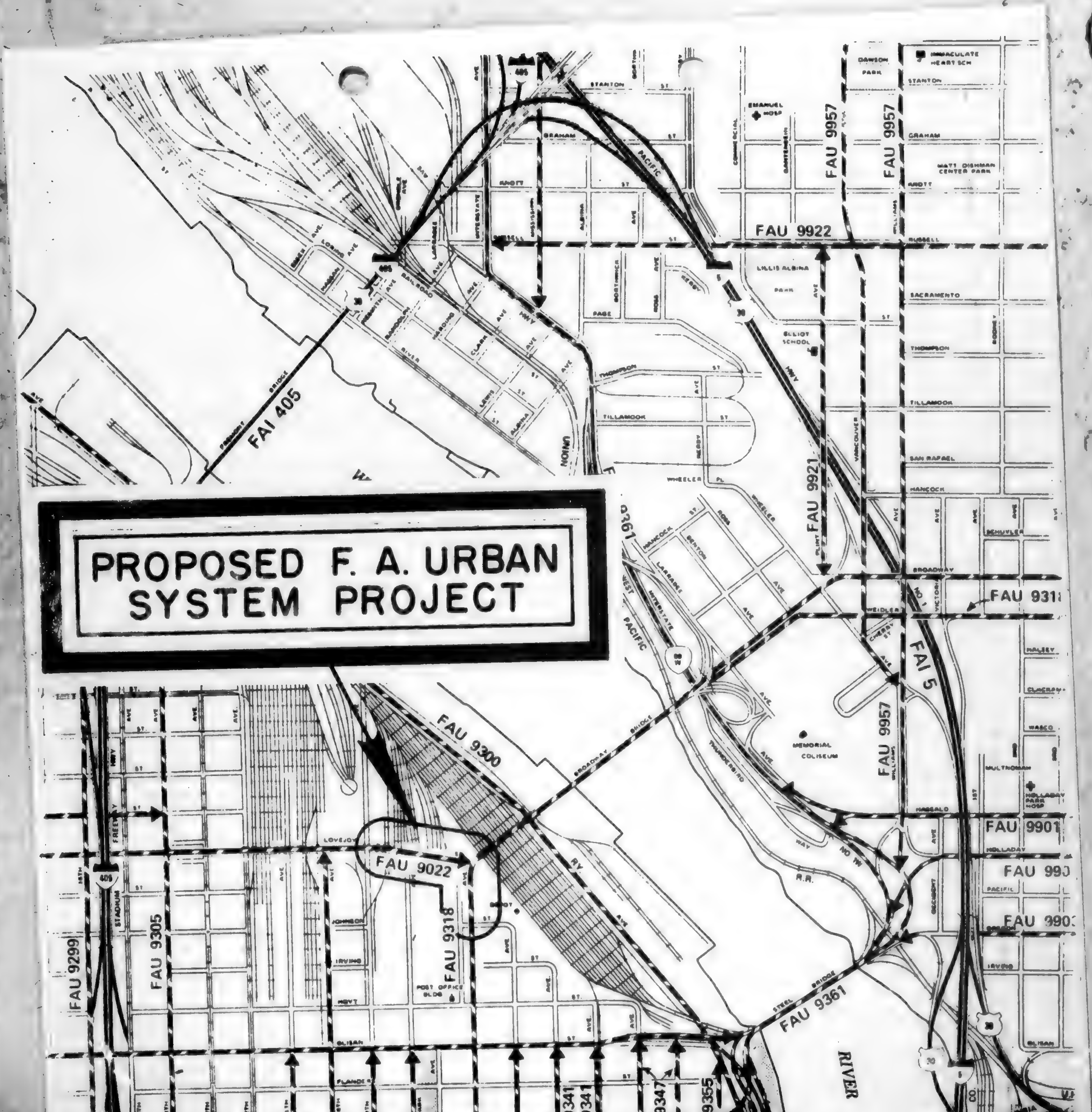
N. W. 9th Avenue-Broadway Bridge Section
N. W. Lovejoy Street, FAU 9022 and
N. W. Johnson Street-Broadway Bridge Section
N. W. Broadway Avenue, FAU 9318
Surfacing
0.25 mile
$100,000

This project consists of sealing roadway expansion joints and resurfacing the west approaches to the Broadway Bridge.

Multnomah County will perform the bulk of preliminary and construction engineering.

It is proposed that Interstate Transfer funds from the former Mt. Hood Freeway will be transferred to the Urban System for this project.

77-c
4/7/77



PROPOSED F. A. URBAN SYSTEM PROJECT

FAI 405
FAU 9922
FAU 9957
FAU 9957
FAU 9921
FAU 9318
FAI 5
FAU 9300
FAU 9957
FAU 9901
FAU 990
FAU 9903
FAU 9022
FAU 9318
FAU 9299
FAU 9305
FAU 9361
FAU 9341
FAU 9341
FAU 9347
FAU 9355
FAU 9320
FAU 9329
FAU 9326
FAU 9332
FAU 9326
FAU 9350
FAU 9818
RIVER
MEMORIAL COLISEUM
EMANUEL HOSP
IMMACULATE HEART SCH
DAWSON PARK
MATT DISHMAN CENTER PARK
LILLIS ALBINA PARK
ELLIOT SCHOOL
HOLLADAY PARK HOSP
POST OFFICE BLDG
STANTON
GRAHAM
KNOTT
RUSSELL
SACRAMENTO
THOMPSON
TILLAMOOK
SAN RAFAEL
HANCOCK
BROADWAY
WEIDLER
HALSEY
WASCO
MULTNOMAH
HASSALO
HOLLADAY
PACIFIC
IRVING
GLISAN
LOVEJOY
JOHNSON
HOYT
FLANDERS
EVERETT
BURNSIDE BRIDGE
STEEL BRIDGE
BROADWAY BRIDGE
FREMONT BRIDGE
WHEELER
INTERSTATE
VANCOUVER
WILLIAMS
UNION
COLUMBIA
ANKENY
OAK
STARK
ALDER
MORRISON

STEEL BRIDGE
BURNSIDE BRIDGE
HOLLADAY
BURNSIDE
COLUMBIA

**SCOPE**

Purpose: Keep the bridge in good operating condition.

Length: 0.25 miles

Lanes/Width/Etc: 4-lanes, reconstruct & seal roadway expansion joints, and resurfacing.

**COST**

| | | |
|---|---|---|
| Roadway Work | $ | |
| Right-of-Way | | |
| Traffic Control | | |
| Illumination | | |
| Structures | | |
| Railroad | | |
| Other joints/ resurfacing | ~~95,000~~ | H 86,5000 |
| Pre. Eng. | ~~5,000~~ | 13,500 |
| Total | 100,000 | |

**TRAFFIC**

Existing ADT - 12,000
1990 ADT - 10,500

**PLAN CONFORMANCE / COMMUNITY SUPPORT**

On ITP as minor arterial. Fits well with City's Arterial Streets Plan.

**SAFETY** Improves operating surface and thereby reduces associated accidents.

**RELATED PROBLEMS / OPPORTUNITIES**

BROADWAY BRIDGE

SPONSORING AGENCY: MULTNOMAH COUNTY

6/5/75

KEN WHEATLY

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date June 24, 1976

Applicant Agency Multnomah County
Federal Aid System Route No. 0064 Route Name Broadway Bridge
Project Name Broadway Bridge - West Ramp Resurfacing and Joints
Project Length 1300 feet Project Location (Attach sketch map)
Project Description Reconstruct and seal all roadway expansion joints. Prepare
and clean surface , apply bond coat and pave with special paving material.
The project includes the Broadway ramp from N.W. Johnson St. to the
bridge and the Lovejoy ramp from N. W. 9th St. to the bridge. Remove
existing paving material.
AT BEG. OF STEEL TRUSS

Average Daily Traffic Design Speed
Lovejoy Ramp 13,000
Broadway Ramp 12,000

Complete Applicable Sections:

### I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Travel Lanes 4 Shoulders
Medians Parking No
Sidewalks Yes
Other

2. Desired Roadway Cross Section: (Attach sketch) NO CHANGE

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Other

FOOTNOTES:

Description of Proposed Roadway Work See description above

PROJECT MANAGEMENT
APR 4 '77
REFER TO
FOR
Date Investigate R/D Action See me

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width________ Minimum________ Maximum________

2. Will Additional Right-of-Way Be Needed? No Explain Existing elevated bridge ramps

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? None required

4. Will applicant acquire right-of-way and have State review negotiations? Yes______ No______

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes______ No______

7. Is a public hearing necessary? No

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? No If so, explain

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No If so, explain

## III. TRAFFIC CONTROL DATA

1. Existing Signalization:

At intersection of Broadway and Lovejoy ramps

2. Proposed Signalization:

Location None in this project

Type

Phases

Type of Suspension

Interconnected

Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? None required

4. Permanent Striping:

Include in project or by applicant? By others

## IV. ILLUMINATION DATA

1. Present Illumination and Location:

2. Proposed Illumination:

Location None in this project

Type

## V. STRUCTURE DATA

1. Existing Structure:

Location Existing bridge ramps

Type

Size

To Remain in Place? Yes

2. Proposed Structure:

Location No change in bridge ramps

Is a particular type of structure and design desired?

Approximate [illegible]e of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

## VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of Tracks: Mainline Siding Total
Angle of Intersection
Sight Distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | Dept. of Environmental Services<br>Office |
| 2. Environmental | " "<br>Office |
| 3. Public Hearing | " "<br>Office |

REMARKS:

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections

2. Does the applicant desire to perform the project preliminary engineering?
Yes X No

Does the applicant desire to perform the project construction engineering?
Yes X No

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ 0.00 |
| Right-of-Way Costs (if participating) | 0.00 |
| Traffic Control | 0.00 |
| Illumination | 0.00 |
| Structures | 0.00 |
| Railroad | 0.00 |
| Other Bridge joints and surfacing | ~~95,000.00~~ 86500 |
| Preliminary Engineering | ~~5,000.00~~ 13500 |
| PROJECT TOTAL | $ 100,000.00 |

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of __________ and/or __________ County

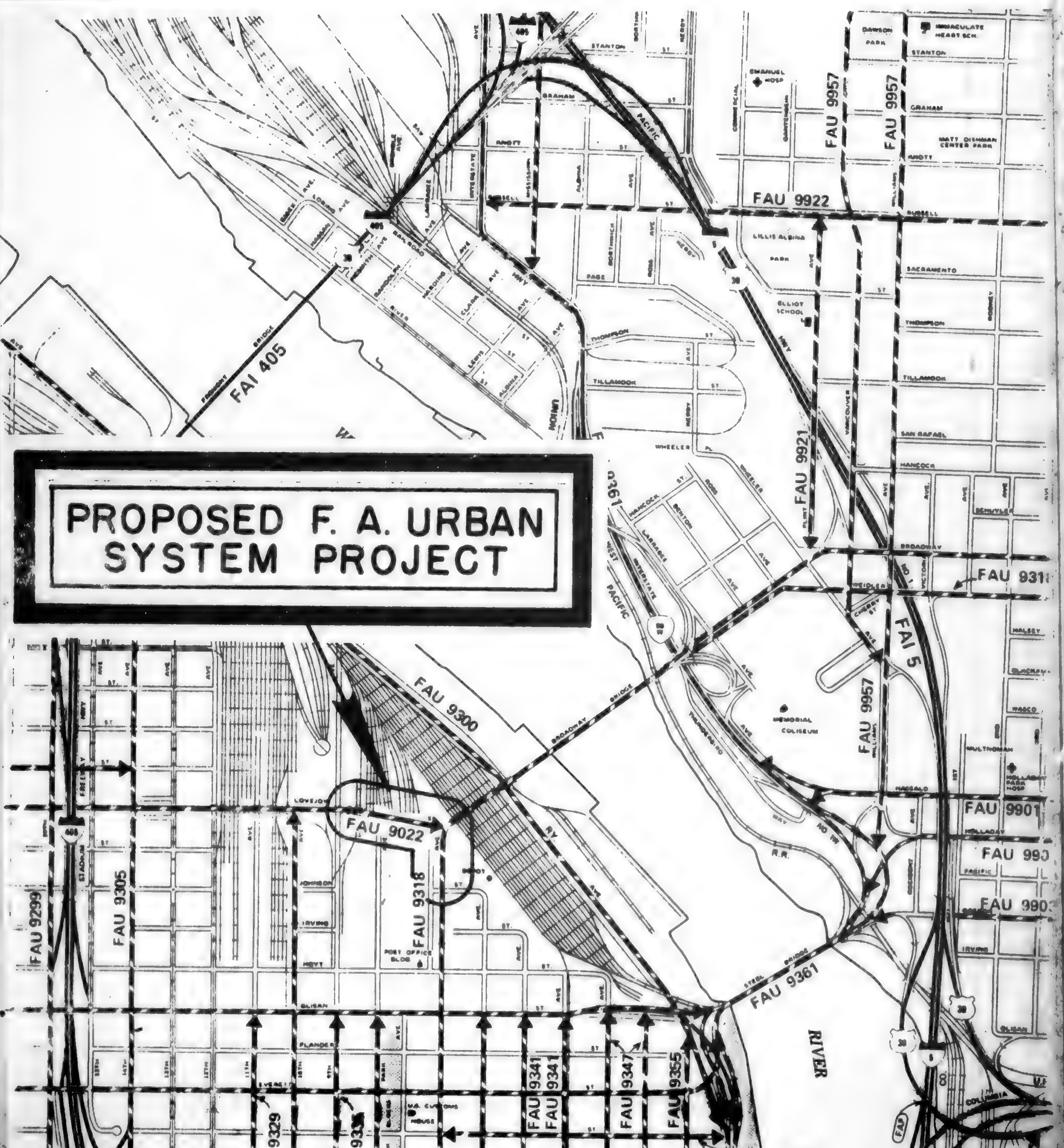
By

By

By

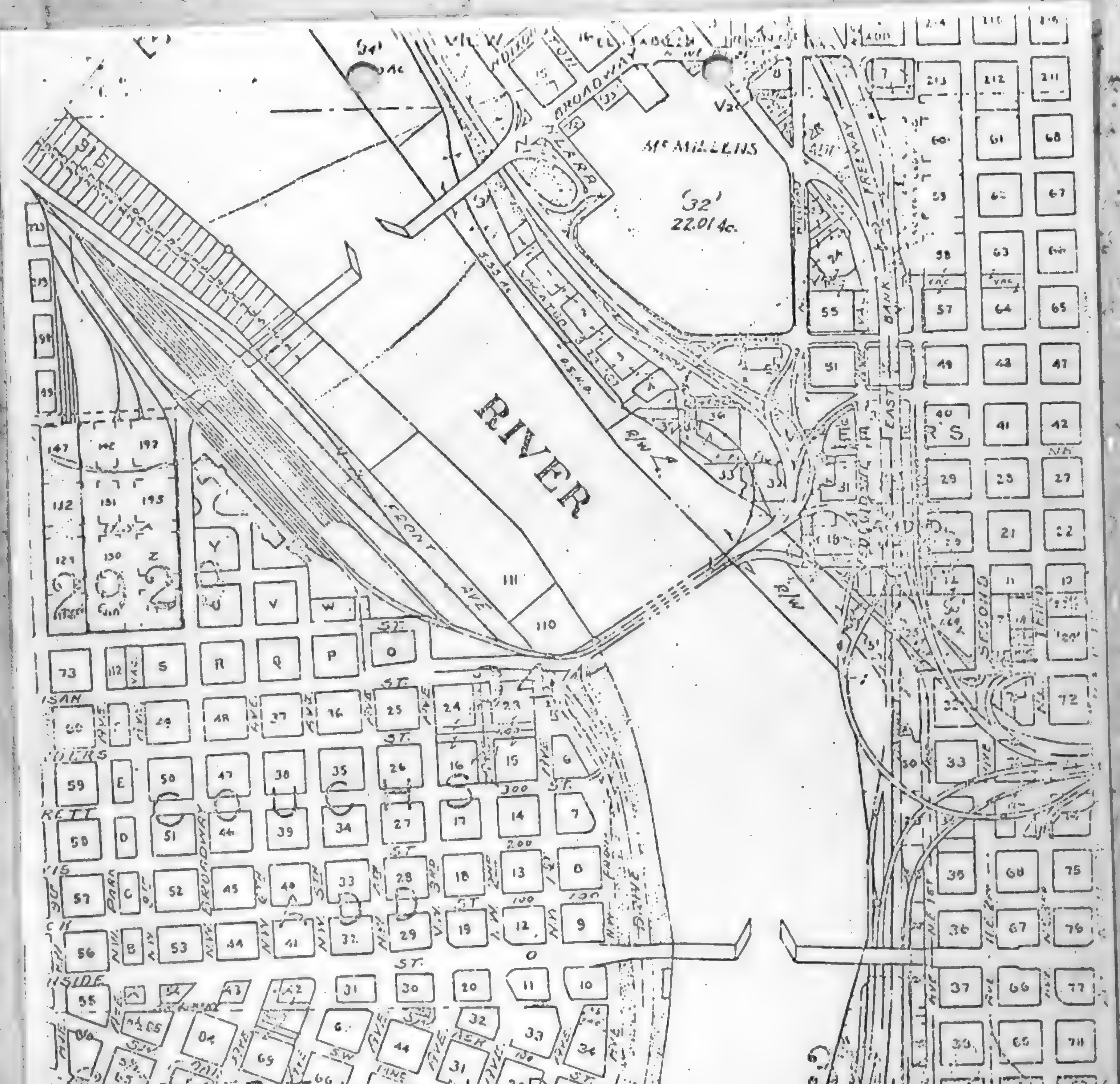
By

By



PROPOSED F. A. URBAN SYSTEM PROJECT

FAI 405
FAU 9922
FAU 9957
FAU 9957
FAU 9921
FAU 931
FAI 5
FAU 9957
FAU 9300
FAU 9022
FAU 9318
FAU 9901
FAU 990
FAU 990
FAU 9299
FAU 9305
FAU 9361
RIVER
FAU 9341
FAU 9341
FAU 9347
FAU 9355
FAU 9329
FAU 933
FAU 9320
FAU 9326
FAU 9350
FAU 9332
FAU 9326
FAU 9818
MEMORIAL COLISEUM
BROADWAY
STANTON
GRAHAM
KNOTT
RUSSELL
SACRAMENTO
THOMPSON
TILLAMOOK
SAN RAFAEL
HANCOCK
BROADWAY
WEIDLER
HALSEY
MULTNOMAH
HOLLADAY
PACIFIC
IRVING
GLISAN
LOVEJOY
JOHNSON
IRVING
HOYT
FLANDERS
EVERETT
BURNSIDE
POST OFFICE BLDG
U.S. CUSTOMS HOUSE
ELLIOT SCHOOL
LILLIS ALBINA PARK
DAWSON PARK
IMMACULATE HEART SCH.
EMANUEL HOSP
MATT DISHMAN CENTER PARK


RIVER
McMILLENS
'32'
22.01 Ac.
BROADWAY
FRONT AVE
R/W
FREEWAY
EAST BANK
SECOND
HARBOR
SQUARE
ST.

Vicinity Map Broadway Bridg

8694

8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

March 14, 1977

Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Broadway Bridge
Resurfacing and Joints
Multnomah County

The subject project has been assessed for its potential impact on the quality of the human environment.

The proposal consists of reconstructing the roadway expansion joints and providing a new wearing surface on the driving lanes of the ramps at the west end of the Broadway Bridge.

The bridge will not be closed to river traffic at any time during construction. However, it may be necessary to close one of the two approach ramps during non-peak traffic periods or weekends. One approach ramp will always remain open. Adequate public notice would be issued prior to traffic restrictions.

No forseeable alterations adversely affecting the environment are expected to occur. I recommend that this project be considered a non-major action to be included under the Statewide Safety Assessment.

GAP:cjh

cc: E. S. Hunter ✓
R. N. Bothman
Jef Kaiser
Bill Kappus-FHWA

RECEIVED
STATE HWY ENGR
MAR 14 '77
REFER TO
FOR

| Info | Imm | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8694 E4

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Broadway Bridge Resurfacing

Highway Broadway Street

County Multnomah

Date March 9, 19

Authorization No. 1

Survey Prefix ______ (Assigned by Salem office)

Description of termini, route, length, etc.:

Broadway approach from N.W. Johnson Street to the bridge, and Lovejoy approach from N.W. 9th Avenue to the bridge.

*See attached Order for Force Work performed by County forces.

Purpose of survey:

Multnomah County will prepare plans and preliminary specifications. OSHD will do final design, monitor project development and award contract.

| | | Estimate o |
|---|---|---|
| Field Survey | (901) | 1,000 |
| Citizen Participation | (902) | |
| City or County | (903) | *10,000 |
| Consultant* | (904) | |
| Final Design | (905) | 1,000 |
| Bridge Design | (906) | 500 |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | |
| Landscape | (912) | |
| Liaison | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 1,000 |
| Environmental | (923) | |
| Planning | (924) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

Total estimated cost of survey . . . . . . . $ 13,500

Previous authorization . . . . . . . . ______

Additional authorization requested . . . . . ______

Additional authorization approved (Salem) . ______

Total all authorizations approved (Salem) . . ______

### INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

D. A. Willhite
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

8694

8

ROBERT W. STRAUB
GOVERNOR

# Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 22, 1977

Telephone 238-8226

RECEIVED
ODOT [illegible]
FEB 23 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

Dear Larry:

Mr. Burco requested that I reply to your letter of February 7, concerning the information to be forwarded concerning the processing of the 72nd Avenue-217 interchange project and the Broadway Bridge project. copy

copy
101
I-80

Both the Oregon Department of Transportation and the Federal Highway Administration are seeking to simplify the process for forwarding requests for substitute highway projects. We have experienced some significant delays in handling the initial project requests because of the lack of any defined procedures. Attached are copies of correspondence from the US Secretary of Transportation and from the Federal Highway Administration indicating that highway-type improvements be processed through the Federal Highway Administration field organization in accordance with the regular project approval procedures.

In terms of the processing of projects from CRAG, the correct procedure is to forward your approval of the projects with documentation to me at Metro. Within ODOT there are many administrative matters that must be taken care of prior to programming a project with the Federal Highway Administration. The initial steps that must be undertaken are the responsibility of my office. Attached for your information are some of the general requirements.

I would suggest that Ted Spence be responsible for seeing that CRAG/ODOT coordination is accomplished between systems planning and the project development activities. Following the receipt of a project request from CRAG, Jim McClure will be responsible to process project requests.

Additionally, I received the attached correspondence from Mr. Larry Rulien concerning the processing of A-95 reviews for revisions to the CRAG TIP annual element. Generally speaking, you have been meeting this requirement directly with Governor Straub's office; however, the Oregon Department of Transportation submits an

A-95 to the Statewide Clearing House for revisions to the TIP. As Mr. Rulien indicates in his memorandum, we believe that our A-95 submittal meets the general requirements of CRAG concerning submittal to the Governor for revisions to the TIP annual element on highway-related projects. If you agree, Mr. Rulien would like to have ODOT undertake the meeting of this A-95 requirement of notifying the Governor's office. This will reduce your workload on highway-related projects.

I believe the aforementioned procedures will facilitate the channeling of project requests through Metro in an efficient, organized fashion. I would appreciate a formal response in terms of allowing ODOT to process the A-95's. Thank you for your assistance. If you have any questions, please call.

Robert N. Bothman

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

TS/ldo

Attachments

cc: F. B. Klaboe
L. W. Rulien
T. L. Spence
J. D. McClure

Form FHWA 121 (Rev. 5-73) To: Glen Green, Division Administrator, FHWA, Salem, Oregon
2/9/77 From: L. E. Lybecker, Regional Administrator, FHWA, Portland,

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTAT
FEDERAL HIGHWAY ADMINISTRATION
Washington, D. C.

*Memorandum*

9

DATE: February 9, 1977

In reply refer to: HNG-12

SUBJECT: Oregon Interstate Substitution
Projects U-IX-323(29) and U-IX-318(14)

FROM: Chief, Federal-Aid Division

TO: Mr. L. E. Lybecker
1CED.2 Regional Federal Highway Administrator
Portland, Oregon

Your office memorandum of December 1, 1976, requested the allocation of Interstate substitution funds to finance in part preliminary engineering work in the Portland, Oregon, urbanized area.

We now have received from the Urban Mass Transportation Administration (UMTA) obligational authority in the requested amounts as follows:

| Project No. | Amount |
|---|---|
| U-IX-323(29) | $574,860 |
| U-IX-318(14) | 55,770 |
| Total | $630,630 |

By separate action, the Office of Fiscal Services is allotting you these funds (advice number 823-10-7-01) and action may be taken to obligate the funds. Accounting instructions will also be issued by the Office of Fiscal Services.

The subject projects relate closely to the proposal submitted by Tri-Met to UMTA. It is understood that viable transit alternatives for the Banfield, and Sunset corridors -- from a regional context as determined by the Tri-Met study -- will be addressed in the environmental impact study with information developed in sufficient detail to permit a valid comparison of promising alternatives. It is imperative that the Tri-Met and Oregon Department of Transportation (ODOT) studies be conducted cooperatively and as a coordinated effort with regards to technical procedures and the roles of the two agencies and Columbia Region Association of Governments (CRAG). We understand that as a result of discussions with UMTA since submission of the Tri-Met application, an agreement is being developed between ODOT, CRAG, and Tri-Met indicating the division of duties and the coordination of policy direction for the transportation studies. We suggest that UMTA be kept apprised of progress on the ODOT work.

Regarding future requests for substitute highway projects, the Governor's request for use of Interstate substitution funds, with information and material to support the authorization of work and obligation of funds should be submitted to the Division Administrator. Such projects should be a part of the endorsed AE/TIP and approved "105" program. The Division Administrator must determine that obligation authority is available prior to giving authorization to proceed. A request for transfer of obligation authority from UMTA, should be sent through channels to the Office of Fiscal Services (HFS-1). The request should contain the project number, general description of the location and character of work, the total cost and Federal funds requested.

/s/ Joseph W. Burdell, Jr.

J. W. Burdell, Jr.

FEDERAL HIGHWAY ADMINISTRATION

ADVICE OF FUNDS AVAILABLE FOR OBLIGATION

(Administrative Manual, Vol. 31, Chapter ?)

FISCAL YEAR 19 77

☐ FINANCE DIVISION
☐ [illegible]
☐ Program Analysis

193

APPROPRIATION
323 694??(CE)
DESCRIPTION

TO: Mr. Louis E. Lybecker
[illegible] Region Ten

| | LAST ADVICE | CHANGE (+ OR -) | THIS ADVICE |
|---|---|---|---|
| 1. ALLOTMENT (Item 1— completed only to [illegible]) | | | |
| CATEGORY A: | | | |
| (1) FIRST QUARTER | | | |
| (2) SECOND QUARTER | | | |
| (3) THIRD QUARTER | | | |
| (4) FOURTH QUARTER | | | |
| CATEGORY B: | | | |
| (1) Annual | — | $+630,630 | $630,630 |
| (2) | | | |
| (3) | | | |
| (4) | | | |
| TOTAL ALLOTMENT | — | +630,630 | 630,630 |
| SOURCE OF ALLOTMENT OF NO-YEAR FUNDS | — | — | — |
| UNOBLIGATED BALANCE OF PRIOR YEAR | — | +630,630 | 630,630 |
| NEW AUTHORIZATION | | | |
| TOTAL ALLOTMENT | — | +630,630 | 630,630 |

YOU ARE HEREBY AUTHORIZED TO INCUR OBLIGATIONS WITHIN THE ABOVE APPROVED ALLOTMENT AMOUNTS IN ACCORDANCE WITH PRESCRIBED PROCEDURES AND FOR THE PURPOSES AND CONDITIONS INDICATED IN ITEM 3 BELOW.

| | LAST ADVICE | CHANGE (+ OR -) | THIS ADVICE |
|---|---|---|---|
| 2. OPERATING BUDGET ALLOWANCE | | | |
| EMPLOYMENT CEILING (PERMANENT [illegible]) | | | |
| PERSONAL SERVICES AND RELATED COSTS | | | |
| FIRST QUARTER | | | |
| SECOND QUARTER | | | |
| CUMULATIVE TOTAL | | | |
| THIRD QUARTER | | | |
| CUMULATIVE TOTAL | | | |
| FOURTH QUARTER | | | |
| FISCAL YEAR TOTAL | | | |
| OTHER OBJECTS | | | |
| FIRST QUARTER | | | |
| SECOND QUARTER | | | |
| CUMULATIVE TOTAL | | | |
| THIRD QUARTER | | | |
| CUMULATIVE TOTAL | | | |
| FOURTH QUARTER | | | |
| FISCAL YEAR TOTAL | | | |

3. EXPLANATION FOR REQUEST OR ACTION (Applicable to Item 1 when [illegible] or change is indicated above, and to Item 2 otherwise)

To establish obligational authority for Interstate substitution projects-Portland Urbanized Area. (Oregon Projects U-IX-323(29) and U-IX-318(14).

(Continue on reverse)

SUBMITTED BY

TITLE

DATE

NO.

Received 2-9-77 TRG

I 354 EPS

APPROVED (Signature) W. L. [illegible]

TITLE Chief, Operations and Execution Branch

DATE [illegible] 1977

ADVICE NO. 823-10-7-01

FHWA-[illegible] (Rev. 5-??)

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

2

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

DEC 28 1976

ME PE PRI PRO DE "NOT AN INQUIRY"
C.E.H.D. - METRO

JAN 12 1977

OE FILE T/A

Honorable Robert W. Straub
Governor of Oregon
Salem, Oregon 97310

Dear Governor Straub:

Your letter of November 19, 1976, requested my approval of transportation projects in the Portland, Oregon, area using funds made available by the withdrawal of the Mt. Hood Freeway from the Interstate Highway System. Such withdrawal and transfer of funds to alternative transportation projects are permitted under Section 103(e)(4) of Title 23, United States Code.

The approval of substitute projects pursuant to Section 103(e)(4) has been delegated to the Federal Highway and Urban Mass Transportation Administrators. Since the proposed projects involve highway type improvements, they will be processed through the Federal Highway Administration (FHWA) field organization in accordance with regular project approval procedures. I understand a project submission has already been forwarded to FHWA and is receiving an expeditious review.

I am pleased to see that the State of Oregon and the local governments are demonstrating a spirit of cooperation in the timely application of Interstate transfer funds to the transportation needs of the Portland area. Please let us know if we can be of further service to you.

Sincerely,

BILL

William T. Coleman, Jr.

| | | Init |
|---|---|---|
| ✓ | Div Admin | G |
| ✓ | Eng Coord | [illegible] |
| | Asst EC | |
| | Env Coord | |
| | [illegible] | |
| | EEO Spec. | |
| | Auditor | |
| ✓ | Planning | |
| | Bridge | |
| | Rt of Way | |
| ✓ | Dist Eng SA | |
| | Area Eng [illegible] | |
| | | |
| | | |
| | | |

C+ SENT
COULTER

JAN 07 1977
DIVISION

RFHWA L. E. Lybecker, Portland, Oregon Region 10-00
✓Div. Adm. G. L. Green, Salem, Oregon (2) Div. 10-41
Sec. Rep. D. Samuelson, Seattle, Washington Region X

## BASIC PROCEDURES
## FEDERAL AID URBAN SYSTEM PROJECTS
## CHECK LIST

Urban System Funds are administered through the State Highway Division in all states. In Oregon, this is done by the Highway Division of the Oregon Department of Transportation, so the Highway Division is charged with the responsibility of direct contact on activities where Federal Highway Funds are involved.

After the Urban Boundary has been established and approved and the Urban System defined within that Urban Area, the following steps are taken to get the project underway.

1. Agency with jurisdiction submits "Project Request Form". Maps, descriptions, photos, etc. which would clarify the intent of the proposed project should be included when available.

2. Local agency submits written evidence of approval by local government coordinating agency (CRAG) indicating that Federal Aid Urban funds may be used for the project. Any forms, applications or information required by CRAG should be supplied by the local agency.

3. Local agency submits draft "Environmental Assessment" so that Highway Division can prepare the actual assessment.

4. Applicants wishing to perform preliminary engineering must submit a request accompanied by evidence that the staff has the ability to do the proposed work. Included should be resumes of training and experience for those on the engineering staff, a listing of available equipment and examples of past projects. Pre-qualification is not required on each subsequent project but is subject to review.

   Items 1, 2, 3 and 4 are to be submitted to the Highway Division Region Office. Items 1 and 2 should be submitted together, since no further processing can be done until they are received. If items 3 and 4 can accompany the request, it will expedite the work.

5. Highway Division Region Office reviews the request and if all is in order forwards above items to Salem with recommendation. Request is presented to Transportation Commission for approval.

WHERE REQUIRED OR APPLICABLE, THE HIGHWAY DIVISION WILL TAKE THE FOLLOWING STEPS:

6. Transportation Commission approves project (State and applicant each provide ½ of matching funds, subject to legal limitations).

7. State prepares Environmental Assessment in final form.

8. State files Notices of Intent to apply for Federal Aid (A-95) with Federal agencies, and State and District Clearinghouses.

9. State prepares project agreement and submits to applicant for approval. Sets forth terms of work responsibilities, financing, maintenance, and Federal requirements.

10. State prepared program of preliminary engineering and submits to Federal Highway Administration for approval. All phases of engineering necessary to bring project to contract stage. (Includes preparation of environmenta impact statements and holding public hearings. Local governmental agency is responsible for hearings).

11. Upon receipt of applicant's advance deposit, preliminary engineering work proceeds.

    Where applicable:

    a. Field data is gathered.
    b. Preliminary design is formulated.
    c. Draft environmental impact statement is prepared by applic[illegible] and forwarded to State for processing.
    d. Public hearing is set and held by applicant. (Location/Design)
    e. Comments on draft environmental impact statement and public hearing are assessed by applicant and final environmental impact statement is prepared and processed.
    f. Project study report is prepared and "Location/Design" approval is requested.

12. State prepares program of right-of-way acquisition and submits to Federal Highway Administration for approval if requested.

13. Upon receipt of applicant's advance deposit, right-of-way acquisition proceeds. (Includes relocation payments and services).

14. State prepares program of construction and submits to Federal Highway Administration for approval.

15. Final plans, specifications, and estimates are prepared and project is advertised for bids.

16. State receives bids and requests applicant's advance deposit.

17. Upon receipt of applicant's advance deposit State awards contract and supervises construction of project.

# BASIC PROCEDURES
# FEDERAL AID URBAN SYSTEM PROJECTS
# CHECK LIST

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OCEDURES
N SYSTEM PROJECTS
LIST

through the State Highway Division in all
Highway Division of the Oregon Department
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Assessment in final form.

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4.

ROBERT W. STRAUB
GOVERNOR

**DEPARTMENT OF TRANSPORTATION**

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

February 9, 1977

TO R. N. Bothman
Asst. State Highway Engineer

Att: Ted Spence

FROM for L. W. Rulien
Program Management Engineer

SUBJECT Transportation Improvement Program (TIP)

Federal regulations require a Metropolitan Planning Organization (MPO) to submit TIP Annual Element revisions to the Govenor. The MPO's have been meeting this requirement.

The ODOT submits an A-95 to the Statewide Clearinghouse for revisions to the TIP involving highway related projects. The Statewide Clearinghouse is a part of the Executive Department. We believe our A-95 submittal meets the Federal requirement concerning submittal to the Govenor for revisions to the TIP Annual Element on Highway related projects.

Please check with the MPO with whom you deal and determine if they have any objections to ODOT meeting the requirement of notifying the Govenor as detailed above. It appears this would reduce their work load on highway related projects without any loss in the MPO's control, nor any increase in ODOT's work load.

If the three MPO's agree, I will write a letter of understanding to the FHWA to document our proposed action.

DES:re

cc: Leslie Lehmann
G. L. Green, FHWA
R. Royer

8

8

**COLUMBIA REGION ASSOCIATION of GOVERNMENTS**

CRAG

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Vancouver
- Camas

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

February 7, 1977

Mr. Robert Burco
Director
Oregon Department of
Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Burco:

The Board of Directors of CRAG adopted resolutions BD 770112 and BD 770113 at its January meeting. In so doing, they moved the 72/217 and Broadway Bridge projects forward in the Interstate Transfer process. The Board requests ODOT and the project sponsors now submit complete project data necessary for a formal request for transfer.

The Boards' next meetings are February 24 and March 24. The projects may be presented separately or together. If you have questions, please call me.

Very truly yours,

Larry Rice

Larry Rice
Executive Director

LR:hi
cc; Ms. Bebe Rucker
Mr. Ted Spence
Mr. Bruce Clark

attach: BD 770112
BD 770113

NOTED
F. D. KLABOE

RECEIVED
DOT OPERATIONS

FEB 10 '77

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

RECEIVED
FEB 1977
OFFICE
DIRECTOR of TRANSPORTATION

# CRAG RESOLUTION

## BD 770113

FOR THE PURPOSE OF REQUESTING A FINAL BROADWAY BRIDGE APPLICATION FOR INTERSTATE TRANSFER FUNDS UNDER CATEGORY III.

WHEREAS, the Board of Directors of CRAG by letter of July 28 1976 requested project sponsors submit letters of intent for Category III projects for committee and staff processing; and

WHEREAS, under such procedures, Multnomah County submitted the Broadway Bridge project; and

WHEREAS, the CRAG Transportation Technical Advisory Committee, its Interstate Transfer Subcommittee and CRAG staff have found the project in accord with guideline criteria for funding with Interstate Transfer Funds and recommended the project sponsor be requested to submit final project data for approval under Category III funds; now therefore be it

RESOLVED, the Board of Directors concur with the committee and staff recommendations and hereby directs its Executive Director to request a final project application with support data be submitted for final Board action.

ADOPTED By the Board of Directors this 27 day of January, 1977.

BY Larry R
Larry Rice, Executive Director

1978 E. Burnside St. U'Xing Sec. 669
of the E. Portland Freeway
(Grade, pave, & structure)

1695 L.

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>6 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-30-80 | REPORT MADE BY<br>C. T. Christianson, Area Engineer | | PROJECT NO.<br>I-205-7(57)310 |
| COMPLETION DATE<br>8-7-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>3-27-80 | TIME ELAPSED<br>106 % | CONTRACT TIME<br>340 C.D. |
| APPROVED EXTENSIONS<br>143 C.D. | LOCATION<br>Burnside St. @ I-205, Portland | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

E. BURNSIDE UNDERCROSSING
E. PORTLAND FREEWAY

The final cost of this project was $1,169,000 representing a 4 percent underrun. Nineteen days of the approved time extension was considered non-participating as reflected in the final estimate.

STATE
JAN 6 '81
REFER TO
cy Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE CT Christianson<br>C. T. Christianson | | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner | |
| TITLE Area Engineer | DATE 1-5-81 | TITLE Field Operations Engineer | DATE 1-5-81 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

54107
#2325

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 26 1980
NORMA PAULUS
SECRETARY OF STATE

August 26, 1980

Judson Steel Corporation
4200 Eastshore Highway
Emeryville, California 94623

Attention: Peter Rayfield
Vice President, Marketing

CON 5

RECEIVED
AUG 26 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This letter acknowledges receipt of your Notice of Claim dated August 22, 1980, against Humphrey Construction, Inc., for supplying and installing reinforced steel bars in the amount of $8,134.97.

The claim states this is in reference to the Humphrey Construction, Inc., Contract No. 8695 for work on the East Burnside Street Undercrossing Section of the East Portland Freeway in Multnomah County.

This letter and your Notice of Claim are being forwarded to the Secretary of State's office for filing. Copies are also being sent to the surety and the contractor.

Please notify this office when the claim has been settled.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc
Humphrey Construction, Inc.
5907 Empire Way, South
Seattle, WA 98118

Fireman's Fund Insurance Company
121 S. W. Salmon, Suite 900
Portland, OR 97204
Attn: Fidelity & Surety Department

K.L. & K. Associates, Inc.
500 N.E. Multnomah St., Suite 1262
Portland, OR 97232

RECEIVED
AUG 28 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Noted on Card
8-28-80 dmc

Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

JUDSON STEEL Corporation
ELECTRIC MELT SHOP ★ ROLLING MILLS ★ FABRICATION
P.O. BOX 23066 • OAKLAND, CALIFORNIA 94623

August 22, 1980

NOTICE OF CLAIM AGAINST PUBLIC WORKS SURETY BOND TO:

The Auditor
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Robert Gormsen

Notice hereby is given that the undersigned Judson Steel, a California Corporation, has a claim for the supply and installation of reinforcing steel bars by Judson Steel Corporation, in the sum of $8,134.97 against the bond taken from Humphrey Construction Inc. and Firemans Fund Insurance Company for the work of East Burnside Street Undercrossing Contract 8695.

JUDSON STEEL CORPORATION

Pete Rayfield

By: Peter Rayfield
Vice President, Marketing

PR:cr

cc: Fireman's Fund Insurance Co.
K. L. & K. Associates
Clark Maser

MANUFACTURERS OF STEEL REINFORCING BARS ☆ (415) 852-3530

8695

July 31, 1980

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 3
#8695

Gentlemen:

A post-final payment for $12,300 will be made to Humphrey Construction, Inc. on Contract No. 8695 for work on the E. Burnside Street Undercrossing on the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,110,962.43 including the post-final payment. Of the total $32,634.99 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: K. L. & K. Associates, Inc.
500 N.E. Multnomah St., Suite 1262
Portland, OR 97232

Humphrey Construction, Inc.
5907 Empire Way So.
Seattle, WA 98118

bc: C. T. Kessey
Walt Hart
E. L. Hardt

1645

2

VICTOR ATIYEH
GOVERNOR

## *Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8695

May 2, 1980

Humphrey Construction, Inc.
5907 Empire Way So.
Seattle, WA 98118

Re: Time Extension Request
East Burnside St. U'xing
FAP No. I-205-7(57)310
Contract No. 8695

Gentlemen:

In my letter of April 1, 1980, a time extension of 140 calendar days was granted on the subject contract in consideration of the reasons stated in your request.

Following the meeting in my office with Mr. Bawden on April 30, 1980, we again reviewed the weather conditions for the period during November and December, 1978, and January and February, 1979, as compared to the records for the like period over the previous 10 years, and the effect on the work on the project.

From that review, I have determined that, although the earlier analysis was essentially correct, there were an additional 3 days of time during that period which could be called "reasonably unpredictable weather" and which appear to have delayed completion of the project.

I am therefore granting an additional 3 calendar days time extension on the project, making a total time extension of 143 calendar days.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

CTK:fr

bc: H. S. Coulter
Ed Hardt
Jerry Street
Bob Church
FHWA

R

RECEIVED
STATE HWY ENGR
MAY 2 - '80
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8695

L.

April 23, 1980

CON 5
Contract #8695

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

Gentlemen:

On April 3, 1980, we wrote to you concerning release of final payment on Contract No. 8695 awarded to Humphrey Construction, Inc. for work on East Burnside Street Under-crossing Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $4,524.24 and the total contract amount is $1,065,338.19 including $572.39 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: Humphrey Construction, Inc.
5907 Empire Way So.
Seattle, WA 98118

K. L. & K. Associates, Inc.
500 N. E. Multnomah Street, Suite 1262
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
Ed Hardt

8695

2

1859
VICTOR ATIYEH
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8695

April 1, 1980

~~Humphrey Construction, Inc.~~
~~5907 Empire Way So.~~
~~Seattle, WA 98118~~

Re: Time Extension Request
East Burnside St. U'xing
FAP No. I-205-7(57)310
Contract No. 8695

Gentlemen:

Your request for additional contract time on the above project has been carefully reviewed. A time extension of 140 calendar days is granted in consideration of the reasons stated in your request.

Please contact Resident Engineer Street if you wish a detailed review of the items contained in your request.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

noted
H. S. COULTER

CTK:OBJ:fr

bc: H. S. Coulter ✓
Ed Hardt
Jerry Street
Bob Church
FHWA

RECEIVED
STATE HWY ENGR
APR 3'80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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| | | | | | | ✓ |

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: E BURNSIDE ST U'XING

WEEK ENDING: February 2, 1980

SECTION PREFIX: 626-1001

HIGHWAY: EAST PORTLAND FREEWAY

COUNTY: MULTNOMAH

NAME OF JOB: EAST BURNSIDE STREET U'XING

KIND OF WORK: GRADING, PAVING AND STRUCTURE

CONTRACTOR: HUMPHREY CONSTRUCTION, INC.

CONTRACT NUMBER: 8695

FEDERAL AID PROJECT NUMBER: I205-7-(57)310

DATE OF CONTRACT: FEBRUARY 27, 1978

DATE WORK STARTED: APRIL 3, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 340

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 513

PERCENT OF TIME ELAPSED: 151

PROJECT AUTHORIZATION: $1,215,615.38

EXCLUSIVE OF ENGINEERING: $1,129,171.62

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,087,832.90

ESTIMATED PERCENT: ~~XXXXX~~ UNDERRUN 3.4 %

ENGINEERING AUTHORIZATION: $86,443.76

ENGINEERING COST TO DATE: $98,000.00

PERCENT OF AUTHORIZATION: 113 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

DATE PROJECT WAS COMPLETED: August 7, 1979

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.32 | 0.17 | | | 0.25 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | 1,420 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 29,600 | 1,750 | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 13521 | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | WEATHER | Calendar DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 27 | Fair-Cold | 0 | | |
| MONDAY 28 | Fair-Cold | 0 | | |
| TUESDAY 29 | Fair-Cold | 0 | | |
| WEDNESDAY 30 | Fair-Cold | 0 | | |
| THURSDAY 31 | Frzg Rain | 0 | | |
| FRIDAY 1 | Rain | 0 | | |
| SATURDAY 2 | | 0 | | |

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
FEB 5 1980
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| Jan 27<br>SUNDAY | No Activity |
| Jan 28<br>MONDAY | No Activity |
| Jan 29<br>TUESDAY | No Activity |
| Jan 30<br>WEDNESDAY | No Activity |
| Jan 31<br>THURSDAY | No Activity |
| Feb 1<br>FRIDAY | No Activity |
| Feb 2<br>SATURDAY | No Activity |

## REMARKS

SUMMARY: All work is completed by the Contractor.

ANTICIPATED: Will finish Semi-Final Estimate and submit it. This will be the last weekly report.

SIGNED Jerry C Street LOCATION PORTLAND
JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8615

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON

NOTED
H. S. COULTER

DATE: December 14, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

RDChurch for

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-205-7(57)310

Contract 8695, Work Completed August 7, 1979

Project E. Burnside St. U'xing.

Highway E. Portland Freeway

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8-13-79 Subject to finish & Cleanup underway at time of Final Inspection. GC

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
STATE HWY ENGR
JAN 3'80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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RECEIVED
DEC 31 1979
CONSTRUCTION BRANCH
Kudsy
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

RECEIVED
DEC 18 1979
OREGON DIVISION

764.

GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

September 6, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Cost Overrun
Power Line Relocation
Portland General Electric Company
Clackamas River-Washington State Line
Utility Project
(E. Burnside St. Structure Section)
East Portland Freeway
Multnomah County
Utility Project No. I-205-7(13)300

Dear Mr. Green:

Reference is made to my letter of April 19, 1978, which submitted a revised estimate of cost from Portland General Electric Company for the relocation of aerial power line facilities in conflict with the subject project. Reference is also made to your PR-1240 dated May 3, 1978, which approved the relocation work by PGE.

The revised estimated cost for the relocation work as submitted by my April 19, 1978 letter, was $6,308.35 of which the State was obligated to reimburse PGE 100%. The relocation of PGE's facilities has been completed. Final cost of the relocation work is $9,131.40. This is an overrun of $2,823.05 or 44.75% of the approved estimated cost. PGE has provided an explanation for the cost overrun in their letter of August 17, 1979, a copy of which is attached. The State concurs with their explanation. Attached for your information is my original letter of April 19, 1978 and your PR-1240 dated May 3, 1978.

Your approval for Federal participation in the total relocation cost of $9,131.40 is requested. The cost overrun will be covered by SFO No. 81, Supplement No. 2 under Utility Project No. I-205-7(13)300, Prefix 626-1099.

Yours truly,

D. E. Swan
D. E. Swan
Operations Programming Engineer

RECEIVED
TECHNICAL SERVICES
SEP 7'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JMC:mm
Att.
bc: E. S. Hunter✓
Jack M. Cartwright
Rich Evans
Gary Kennen

#8675

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—628-935

STATE COPY

8-15-79

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RECEIVED
STATE HWY ENGR
8-24 cy
AUG 24 '79
REFER TO Keasey
FOR
Info Inves R/D D/R Sign Act File

# INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>5 | COUNTY<br>Multnomah | DIVISION<br>Oregon |

IN COMPANY WITH: Jerry Street, Resident Engineer, OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>8-13-79 | INSPECTION MADE BY<br>Vincent Tabor, Asst. Area Engineer | PROJECT NO.<br>I-205-7(57)310 |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>See Below | TIME ELAPSED<br>150 % | WORK COMPLETED<br>99 % |

## EAST BURNSIDE STREET U'Xing
## Grading, Paving and Structure

This inspection consisted of a field review of the completed work and a review of project documentation.

1. Contractor's forces are presently grinding and re-finishing surface blemishes along the underside of the box girder structure. Some minor cleanup work is also necessary before the contract work can be accepted.

2. Approach paving met all specifications. Previous inspection reports detail the quality of materials incorporated into the project, and pertinent test results are on file.

3. I noted that there was some moisture seepage around the concrete spacer blocks embedded in the bottom girder slab. This is not considered a problem since it should seal itself in time.

4. The contractor will likely be requesting a time extension for delays caused by adverse winter weather, detour changes, and re-work on a honeycombed stem wall. We will review this item further once the State's recommendations are received.

5. Project records and documentation are accurate and sufficient for payment of contract items. Resident Engineer diaries are up-to-date, signed, and detailed. Sketches, computations, and signatures are included in the bid item books where necessary. Some extra work is undoubtedly necessary in cross-referencing pay items because of the change in Resident Engineers during the life of the project. Overall, the records were satisfactory.

6. There may be a claim forthcoming covering extra work involved in the removal of concrete and reconstruction of stem walls between diaphrams 2 and 4 in span #1 caused by design and layout problems. We will also await the State's recommendations regarding this matter.

Conclusions

Once the items stipulated in #1 above have been completed, the contract work can be accepted.

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

COPY 2

8695

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | orm Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>6-219 | | State<br>Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID<br>PROJECT AGREEMENT | County<br>Multnomah |
| MODIFICATION NUMBER<br>1 | 6/22/79 | Project Number<br>I-205-7(57)310 |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 5, 19 78,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,208,865.00 | $ 1,208,110.00 |
| Federal funds | $ 1,115,051.00 | $ 1,114,361.40 |
| Other revisions | | |

This modification is made for the following reasons:

**Decrease in construction engineering and to release sufficient Appn. 045 funds to cover an overrun in another final voucher.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of June, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. file

Oregon State Highway Division
Salem, OR June 22, 1979

Federal Aid Project
No. I-205-7(57)310

E. Burnside St. U'Xing
East Portland Freeway
Multnomah County

Revised Project Agreement Estimate

Type Code X281
Structure Br. #13521 (Sta. 3+73 to Sta. 8+11)
Approaches (Sta. 1+85 to Sta. 3+73)(Sta. 8+11 to Sta. 9+85)

| | | |
|---|---|---|
| Subtotal on Previous estimate of March 30, 1978 | | $1,074,547.00 |
| | Engineering | 133,563.00 |
| | Total | $1,208,110.00 |

Length of Structure. . . . . . . . 0.083 mile

| | |
|---|---|
| Federal Funds | $1,114,361.40 |
| State Funds | 93,748.60 |
| Total | $1,208,110.00 |

Group 1 - 100%
Contract No. 8695
Prefix 626-1001

8695

STATE COPY 8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>4-41 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>4-5-78 | te<br>Oregon<br>County<br>Multnomah<br>Project No.<br>I-205-7(57)310 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, E. Burnside St. (FAU 9827)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 2-1-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 92.24%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 1,208,865 | $ 1,115,057 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator APR 5 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 30, 1978

Federal Aid Project
No. I-205-7(57)310

E. Burnside St. U'Xing
East Portland Freeway
Multnomah County

Type Code X281
Structure Br. #13521 (Sta. 3+73 to Sta. 8+11)
Approaches (Sta. 1+85 to Sta. 3+73)(Sta. 8+11 to Sta. 9+85)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 95,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 5,000.00 |
| Temporary Signs | 234 Sq.Ft. | 10.00 | 2,340.00 |
| Temporary Continous Rail Traffic Barriers, Reflectorized. | 736 Lin.Ft. | 7.00 | 5,000.00 |
| Bi-Directional Reflective Markers | 37 Each | 10.00 | 370.00 |
| Flagmen | 120 Hour | 15.00 | 1,800.00 |
| Clearing and Grubbing | All Required | | 5,000.00 |
| Removal of Structures and Obstructions | All Required | | 6,000.00 |
| General Excavation | 29,600 Cu.Yd. | 0.85 | 25,160.00 |
| Trench Excavation | 613 Cu.Yd. | 6.00 | 3,678.00 |
| Furnishing and Placing Topsoil | 50 Cu.Yd. | 10.00 | 500.00 |
| Watering | 325 M-Gal. | 9.00 | 2,025.00 |
| 1"-0 Aggregate Base | 1,750 Ton | 7.50 | 13,125.00 |
| Class "B" Asphalt Concrete | 1,420 Ton | 20.00 | 28,400.00 |
| 8-inch Sewer Pipe | 184 Lin.Ft. | 5.00 | 920.00 |
| 12-inch Sewer Pipe | 589 Lin.Ft. | 12.00 | 7,068.00 |
| 18-inch Sewer Pipe | 70 Lin.Ft. | 20.00 | 1,400.00 |
| 15-inch Culvert Pipe | 84 Lin.Ft. | 10.00 | 840.00 |
| 21-inch Culvert Pipe | 42 Lin.Ft. | 15.00 | 630.00 |
| 24-inch Culvert Pipe | 42 Lin.Ft. | 18.00 | 756.00 |
| Concrete Manholes | 2 Each | 3,000.00 | 6,000.00 |
| Concrete Inlets, Type P | 9 Each | 500.00 | 4,500.00 |
| Concrete Inlets, Type P Modified | 4 Each | 500.00 | 2,000.00 |
| Gravel Sump | 2 Each | 600.00 | 1,200.00 |
| Type 3-70 Modified Fence | 1,480 Lin.Ft. | 1.20 | 1,776.00 |
| Cl-6 Chain Link Fence | 115 Lin.Ft. | 10.00 | 1,150.00 |
| 24'X72" Chain Link Double Gates | 2 Each | 300.00 | 600.00 |
| Concrete Walks | 760 Sq.Yd. | 10.00 | 7,600.00 |
| Concrete Curbs | 24 Cu.Yd. | 150.00 | 3,600.00 |
| Extra for Asphalt Walks | 560 Sq.Yd. | 2.80 | 1,568.00 |
| Drainage Curbs | 1,450 Lin.Ft. | 2.00 | 2,900.00 |
| Well Excavation | 30 Cu.Yd. | 10.00 | 300.00 |
| 8-inch Concrete Block Well | 550 Sq.Ft. | 7.00 | 3,850.00 |
| Concrete Wall Footing | 225 Sq.Ft. | 4.00 | 900.00 |

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. | All Required | | 2,000.00 |
| Structure Excavation | 885 Cu.Yd. | 10.00 | 8,850.00 |
| Structure Excavation Below Elevations Shown | 90 Cu.Yd. | 10.00 | 900.00 |
| Special Wall Backfill | 400 Cu.Yd. | 6.00 | 2,400.00 |
| Structural Concrete, Class 3300 (850 C.y.) | All Required | | 110,000.00 |
| Structural Concrete, Class 5000 (2,440 c.y.) | All Required | | 333,000.00 |
| Expansion Joint, Type SA-400 | 141 Lin.Ft. | 75.00 | 10,575.00 |
| Reinforcement (457,000 lbs) | All Required | | 110,000.00 |
| Coated Reinforcement (89,500 lbs.) | All Required | | 60,000.00 |
| Prestressing Steel (180,000 lbs) | All Required | | 130,000.00 |
| Reinforced Concrete Bridge End Panels | 214 Sq.Yd. | 35.00 | 7,490.00 |
| Bearing Devices, Bent 1 | 7 Each | 500.00 | 3,500.00 |
| Bearing Devices, Bent 4 | 7 Each | 500.00 | 3,500.00 |
| Three Tube Metal Railing | 1,005 Lin.Ft. | 38.00 | 38,190.00 |
| 4-inch PVC Pipe | 60 Lin.Ft. | 4.00 | 240.00 |
| 1-inch Electrical Conduit | 315 Lin.Ft. | 4.00 | 1,260.00 |
| 1-1/2-inch Electrical Conduit | 30 Lin.Ft. | 4.00 | 120.00 |
| 2-inch Electrical Conduit | 1,050 Lin.Ft. | 4.50 | 4,725.00 |
| | | | $1,070,947.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 400.00 |
| Temporary Pavement Striping | All Required | 400.00 |
| Temporary Erosion Control | All Required | 2,000.00 |
| On the Job Trainees (1 at $800) | All Required | 800.00 |
| | | $ 3,600.00 |

| | |
|---|---|
| Subtotal | $1,074,547.00 |
| Engineering | 134,318.00 |
| Total | $1,208,865.00 |

Length of Structure - - - - - - - - - - 0.083 mi.

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Detour Lighting | All Required | $ 6,000.00 |

| | |
|---|---|
| Federal Funds | $1,115,051.00 |
| State Funds | 93,808.00 |
| Total | $1,208,865.00 |

Group 1 100%

Contract No. 8695

Prefix 626-1001

[illegible] 734-3010

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, OR
October 19, 1978

FILE:

NOTED
H. S. COULTER

George Hopkins

FROM: George Hopkins
Field Engineer (Structures)

SUBJECT: East Burnside U'Xing.
Contract No. 8695
Faulty Concrete Pour

TO: THE FILES

On Monday, October 2, 1978, I learned that the forms from the first concrete pour on the longitudinal beam stems had been removed revealing large voids in many of the interior beams. The Resident Engineer, Norm Oliva, or Marion Craft were not available by telephone.

At approximately 3:00 p.m. I left for Portland, arriving at the jobsite after the contractor had quit work for the day.

Inspection at the site showed that the beam stirrups and the post-tensioning conduit had not been placed according to plan. The result was a condition where the concrete being placed could not be vibrated at or below the post-tensioning conduit. This was the apparent cause of the large rock pockets thru the beam stems and up to several feet in length.

The next morning, October 3rd, at approximately 6:45 a.m., I telephoned Marion Craft at his home and discussed the seriousness of the situation, strongly recommending that he direct the Resident Engineer to have the concrete removed.

On Friday, October 6, I returned from a three day Design Review Team trip to southern Oregon and telephoned Marion Craft regarding the faulty concrete on the E. Burside structure. I was advised that no specific instructions had been given to the contractor regarding the removal of the faulty concrete. Marion suggested that I come up and inspect the concrete again with him and Norm Oliva.

At my request, Walt Hart accompanied me on this inspection. When Marion, Walt and I arrived at the jobsite, Norm Oliva was there and the contractor was in the process of making the second beam stem concrete pour along with the bottom deck slab. The reinforcing steel and the post-tensioning conduit were still not placed according to plan and the concrete being placed could not be properly vibrated. At my request, Marion Craft instructed Norm Oliva to direct the contractor to stop the concrete pour. At this time concrete had been placed in four of the interior beams.

After further inspection and much discussion between Walt, Norm and I regarding the quality of the concrete in the first pour and some of the concrete in the second pour, I again strongly recommended that the contractor be directed to remove the concrete in the beam stems. At this time Marion instructed Oliva to direct the contractor to remove the beam stem concrete.

Later in the day (October 6, 1978) the contractor requested and Oliva arranged a meeting to discuss the problem with the contractor early the following week. (Tuesday, October 10, 1978.)

On Monday, October 16, 1978, I returned from a week's vacation and learned that the contractor will be allowed to remove only part of the stem concrete and attempt to patch or dry-pack the rock pockets.

In my judgment this type of repair to a post-tensioned structure is not satisfactory and I strongly recommend against it. The uncertainty of the quality of the finished product, in my judgment, far overshadows any saving which might accrue to the contractor in using this method of repair.

GH:mk

cc: H. S. Coulter/attach. ✓
Walt Hart
E. L. Hardt
Marion Craft
Norm Oliva

RECEIVED
STATE HWY ENGR
OCT 20 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

695

8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

5-3-78

| | | |
|---|---|---|
| OM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO.<br><br>ITEM NO.<br>I-543 | FEDERAL AID PROJECT NO.<br>I-205-7(13)300<br>PROJECT NO.<br>See below<br>COUNTY NAME<br>Multnomah<br>PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

| | | |
|---|---|---|
| E PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>3-14-78 | FEDERAL ROUTE NUMBER<br>Interstate 205<br>STATE ROUTE NUMBER<br>Primary 64 |

ERAL LOCATION:

"Clackamas River - Washington State Line"

ERAL DESCRIPTION OF WORK:

Utility adjustment

U ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment
Portland General Electric Co.
(East Burnside St. Structure Section)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

MARKS

As requested in Mr. Swan's 4-19-78 letter, this will confirm the advance authorization date of 3-14-78 by C. T. Christianson to proceed with the actual adjustments for PGE based on revised location. Total revised actual cost is estimated to be $6,308 - F. F. $5,819. Revised plans and estimate are approved.

(above conflict approved 3-14-78 in amount of $4,046 -F.F. $3,732 by PR1240 dated 3-30-78)

NOTED
F. B. KLABOE

5.8

| | | |
|---|---|---|
| ATE<br>5-3-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | TITLE<br>for Division Administrator |

PR-1240 (. 8-70)  EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

#8675 4-19-78

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
205-7(13)300

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
I-543

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 4-5-78

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line'

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify): Utility Adjustment (Hazelwood Water District) (East Burnside St. Structure)
TEC NTE $500, Fed. Funds $461.

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

As requested in Mr. Swan's 4-10-78 letter this will confirm the advance authorization date of 4-5-78 by C. T. Christianson to proceed with the adjustments of water service location, cut and plug main by Hazelwood Water District. Reimbursement on an actual cost basis is approved.

I approve the Agreement with Hazelwood Water District which is their letter of 4-3-78 with Estimate and plan attached.

Approval and participation for the work authorized above is subject to the provisions of the Federal-aid Program Manual.

Swan
4-25

DATE: 4-19-78

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8175 9

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

April 10, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97301

Water Service Relocation &
Cut & Plug Main
Hazelwood Water District
Clackamas River-Washington State
Line Utility Project
(E. Burnside St. Structure)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Hazelwood Water District's facilities dated April 3, 1978, and a sketch showing their proposed relocation. Because of the minor nature of the work, a detailed estimate was not prepared. The work will be accomplished on an actual cost basis for labor, material and equipment by District forces.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated January 16, 1978, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of April 5, 1978, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $500.

Yours truly,

J L Gaither

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
APR 11 '78
REFER TO
FOR

| Info | Invs. | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

DES:JMC:de
enclosure
cc: E. S. Hunter ✓
Jack M. Cartwright

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 205-7(57)310

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80120

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>2-1-78 | DATE AUTHORIZATION EFFECTIVE<br>4-7-78 | FEDERAL ROUTE NUMBER<br>Interstate 205<br>STATE ROUTE NUMBER<br>Primary 64 |

GENERAL LOCATION:

"East Burnside Street U'Xing Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment
Portland General Electric
TEC NTE $5,548.91 - Fed. funds $5,117.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 29, 1978 letter you are authorized to proceed with the temporary lighting by Portland General Electric. Reimbursement on an actual cost basis is approved.

I approve the Agreement with PGE consisting of your Utilities engineers letter of 1-20-78, PGE's letter of 3-21-78 and the estimate furnished by Mr. Swan's letter of 3-29-78. Plans for work are represented by sheet 3A of approved PS&E Plans.

Approval and participation of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

Swan
4-13

| | | |
|---|---|---|
| DATE<br>4-7-78 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—625-787

4645

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

3-2-78

FEDERAL AID PROJECT NO. 205-7(13)300

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. I-543

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-14-78

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:
"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility Adjustment
Portland General Electric
(East Burnside Street Structure Section)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 15, 1978 this will confirm the authorization of C.T. Christianson of March 14, 1978 to proceed with the actual adjustments of the Portland General Electric Company's Power Line Relocation on an actual cost basis TEC NTE $4,046, Federal funds $3,732.

I approve the agreement with PGE consisting of your notice of conflict dated 1-18-78, PGE's letter of 3-6-78 and the plans and estimate furnished by Mr. Swan's 3-15-78 letter.

Approval and participation of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

NOTED
F. KLABOE

Swan
4-3

DATE 3-30-78

SIGNATURE OF APPROVING OFFICIAL D.K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

8695

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

March 29, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97310

Temporary Illumination
Portland General Electric Co.
E. Burnside St. U'xing Section
East Portland Freeway
Multnomah County
Project No. I-205-7(57)310

Dear Mr. Green:

Here is a copy of an estimate of cost from Portland General Electric Company to install temporary illumination facilities, dated March 21, 1978.

The work was anticipated and PGE was advised by letter of the illumination requirement as soon as it was known. The agreement will, therefore, consist of written notification of work, the estimate submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed work will not be issued as the installation is temporary.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $6,548.91

Yours truly,

AL SIGNED BY
D. E. SWAN

D. E. Swan
Federal-Aid Engineer

DES:JMC:de
enclosure
cc: E. S. Hunter
Jack M. Cartwright

RECEIVED
TECHNICAL SERVICES

MAR 31 '78

REFER TO

FOR

| Info | Inves. | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

86 5

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

**March 17, 1978**

**Humphrey Construction, Inc.**
**5907 Empire Way So.**
**Seattle, WA 98118**

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8695 for work on the E. Burnside Street Undercrossing Section of the East Portland Freeway in Multnomah County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

**dda**
Enclosure

**cc** **Fireman's Fund Insurance Co.**
**Fidelity & Surety Dept.**
**121 S.W. Salmon St., Suite 900**
**Portland, OR 97204**

**K. L. & K. Associates, Inc.**
**500 N.E. Multnomah St., Suite 1262**
**Portland, OR 97232**

**bc** **C. T. Kessey**
**Robert Church**
**Walt Hart**
**Jim Kinns**
**Ed Hardt**
**Norman Oliva**

Humphrey
Construction, Inc.
P.O. BOX 18186, SEATTLE, WASHINGTON 98118 • (206) 723-9000
INC.

March 9, 1978

Department of Transportation
State of Oregon
Transportation Building
Salem, Oregon 97310

Serial No. 147-001

Re: East Portland Freeway, E. Burnside St. U'xing
Contracts, Bonds and Insurance Certificate

Attn: C. W. Head
Commission Services

Dear Mr. Head:

Please find enclosed two (2) signed copies of the contract documents, the required bonds and the certificate of insurance forms regarding the above mentioned project.

Sincerely,

HUMPHREY CONSTRUCTION, INC.

A. Bernard Conley
Secretary-Treasurer

ABC:jjm
Enc.

RECEIVED
MAR 13 1978
COMMIS[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8115

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

March 15, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem OR 97301

Power Line Relocation
Portland General Electric Co.
Clackamas River-Washington State
Line Utility Project
(E. Burnside St. Structure Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Portland General Electric Company's facilities dated March 6, 1978, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated January 18, 1978 was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of March 14, 1978, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,046.

Yours truly,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES

MAR 16 '78

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

DES:JMC:de
enclosure
cc: E. S. Hunter
Jack M. Cartwright

#8695

9

March 9, 1978

~~Fran~~
~~Denice~~

Department of Commerce
Corporation Division
Commerce Building
158 12th Street N.E.
Salem, Oregon 97310

Re: East Portland Freeway, E. Burnside St. U'xing

Attn: Frank Healy, Corporation Commissioner

Dear Mr. Healy:

Please find enclosed two (2) signed copies of the following forms regarding the above mentioned project:

Application for Certificate of Authority
Certificate of Good Standing

In the event that the name Humphrey Construction, Inc. cannot be used in the State of Oregon, alternate names may be used in the following order of preference:

1. Humphrey Construction of Oregon, Inc.
2. H-C Incorporated
3. Fox-Conley Construction, Inc.

Also enclosed, please find our check for $250.00 for the filing fee and annual license fee.

Sincerely,

HUMPHREY CONSTRUCTION, INC.

A. Bernard Conley
Secretary-Treasurer

ABC:jjm
Enc.
cc C. W. Head - Commisssion Services ✓
James R. Moore - Attorney
Richard Keefe - Attorney

RECEIVED
MAR 13 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

**No. 34-B**
10-75

**Filing Fee: $50**
**Annual License Fee: $200**
**Submit in duplicate.**

# Application for Certificate of Authority

**Of**

HUMPHREY CONSTRUCTION, INC.

To the Corporation Commissioner
of the State of Oregon:

Pursuant to the provisions of ORS 57.675 of the Oregon Business Corporation Act, the undersigned corporation hereby applies for a certificate of authority to transact business in the State of Oregon, and for that purpose submits the following statement:

1. The name of the corporation is HUMPHREY CONSTRUCTION, INC. and it is in good standing in its home state.

2. It was incorporated under the laws of Washington on the 24 day of April, 1969, and the period of duration is perpetual

①3. The name which it elects to use in the State of Oregon is HUMPHREY CONSTRUCTION, INC.

4. The address (including street and number, if any) of its principal office in the state or country under the laws of which it is incorporated is 5907 Empire Way South, Seattle, Washington 98118 (Zip Code);

5. The address (including street and number, if any) of its registered office in the State of Oregon is Standard Plaza, 1100 S.W. 6th Ave., Portland, Oregon 97204 (Zip Code); and the name of its registered agent in the State of Oregon at that address is James R. Moore, Attorney

6. A brief statement of the character of business which it proposes to pursue in the transaction of business in the State of Oregon is:

General contracting business of all kinds.

7. The names and addresses (including street and number, if any) of its President and Secretary are:

| Name | Address |
|---|---|
| Virgil R. Fox (President) | 4800 South Juneau (Street and Number)<br>Seattle, Washington 98118 (City, State and Zip Code) |
| A. Bernard Conley (Secretary) | 2733-A Nob Hill Avenue (Street and Number)<br>Seattle, Washington (City, State and Zip Code) |

②8. **This application must be accompanied by a Certificate of Good Standing from the appropriate public authority authorized to issue such certificate.**

We, the undersigned officers, declare under penalties of perjury that we have examined the foregoing and to the best of our knowledge and belief, it is true, correct and complete.

HUMPHREY CONSTRUCTION, INC.

By Virgil R. Fox
Virgil R. Fox
Its President

and
A. Bernard Conley
Its Secretary

Dated March 9, 1978.

Notes: ①If the name of the corporation does not contain the word "corporation", "company", "incorporated", or "limited", or any abbreviation of one of such words, insert the name of the corporation with the word or abbreviation which it elects to thereto add for use in this state.

②Duplicate originals of this application must be accompanied by a Certificate of Good Standing, forwarded to the Department of Commerce, Corporation Division, Commerce Building, 158 12th Street N.E., Salem, Oregon 97310, and must be accompanied by a filing fee of $50.00 plus the annual license fee in the sum of $200.00.

SP*30508-811

# STATE OF WASHINGTON | DEPARTMENT OF STATE

I, **BRUCE K. CHAPMAN,** Secretary of State of the State of Washington and custodian of its seal, hereby certify that according to the records on file in my office

HUMPHREY CONSTRUCTION, INC.

a Washington corporation, was incorporated on April 24, 1969, and is an existing corporation in good standing with all annual license fees paid to July 1, 1977; and I further certify that the above named corporation is duly authorized to transact business in the State of Washington as of the date of this certificate.

In witness whereof I have signed and have affixed the seal of the State of Washington to this certificate at Olympia, the State Capitol,

January 12, 1977.

Bruce K. Chapman

BRUCE K. CHAPMAN
SECRETARY OF STATE

SSF-70(5-69)

1859

**DEPARTMENT OF COMMERCE**

**CORPORATION DIVISION**

COMMERCE BUILDING • SALEM, OREGON • 97310 • Phone 378-4166

March 6, 1978

Humphrey Construction, Inc.
5907 Empire Way South
Seattle, Washington 98118

COPY

Re: Humphrey Construction, Inc.

Gentlemen:

It has come to our attention that you are doing business in our state under the above name. Our records reveal you have not obtained a Certificate of Authority to do business in Oregon as required by law.

Please advise us of the extent and nature of your operations in this state and the date of your first activities in Oregon.

You may wish to discuss this matter with your corporate legal counsel and perhaps request that they respond to our Division.

Your early response will be appreciated.

Very truly yours,

Frank J. Healy
CORPORATION COMMISSIONER

Nellie Fitch
ADMINISTRATIVE ASSISTANT

NF:zw
bc: C. W. Head

NOTED
C. W. HEAD

RECEIVED
MAR 7 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8695

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Norman Oliva
SAIF
Fran

March 1, 1978

Humphrey Construction, Inc.
5907 Empire Way So.
Seattle, WA 98118

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for work on the E. Burnside Street Undercrossing Section of the East Portland Freeway in Multnomah County for the sum of $1,070,947 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8695.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. The calendar day count on this contract will begin March 13, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8695

U.S. DEPARTMENT OF [illegible]NSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

2-1-78

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(57)310

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80120

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 2-1-78 | 2-1-78 | Interstate 205 |
| | | STATE ROUTE NUMBER<br>Primary 64 |

GENERAL LOCATION:
"East Burnside Street U'xing (Br #13521) Section"

GENERAL DESCRIPTION OF WORK:
Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ XX OTHER (Specify)
Permanent & Temporary Pavement Striping (SF) $ 800
Temporary Erosion Control $2,000
On the Job Trainee $ 800

☐ ACQUISITION OF RIGHT-OF-WAY

☒ XX CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1-30-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,405,038, Federal Funds $1,296,000.

A signed copy of the Title Sheet is returned herewith.

Swan w/enc
3-1

NOTED
F. B. KLABOE

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 2-1-78 | G. K. | for Division Administrator |

FORM PR-1240 (REV. 8-70)    EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5646

Date 2-24-78 PROJECT MANAGEMENT OFFICE MEMO

Subject E Burnside Street Wiring Bids File No.

NOTED
C. W. HEAD

Received (call) (visit) from

Address

Made (call) (visit) to A. Bernard Conley Inc Humphrey Const Inc [illegible]-123-9000 / Gary Anderson First [illegible] Macon Corp Phone 599-1470

Reason for contact and general discussion:

Told both we did not check Macon's addition. Their new controlling total is #1,088,028.95 compared to #1,061,388.95 they thought was their total. This makes Humphrey Const Inc low at #1,070,947.00. Mr Conley is agreeable to proceeding with that bid. He was to call back next Thursday if he had no official word from C Head by that time. Mr Anderson was going to have his estimator call ~~a~~ Cecil Head

Signature H Wimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8695

Salem, Oregon
February 21, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 23 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened February 23 on the following projects:

1. Corvallis-Newport Highway at SW 53rd Street
   Benton County
   Grading, Paving, Signals

   Grading incidental to overlay and signal installation.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oak Ranch Creek Bridge
   Nehalem Highway, Columbia County
   Structure Replacement

   4-foot shoulders provided on structure and approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Canaan Road-Bennett Road
   Columbia River Highway, Columbia County
   Grading, Paving

   Variable 4-foot to 8-foot shoulders except in curbed area. This project will be striped and signed as a Class III bikeway.

4. Canyon Creek (NW 3rd Avenue) Bridge
   John Day City Street, Grant County
   Grading, Paving, Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chaper 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Grants Pass-New Hope Road
   Jacksonville Highway, Josephine County
   Grading, Paving

   4.5-foot PCC sidewalks and 6-foot Class III bikeways will be provided on this project.

6. Pacific Highway West at 5th Avenue
   City of Eugene, Lane County
   Traffic Signals

   Same as No. 1.

7. Cox Creek-Elm Street
   Albany-Junction City Highway, Linn County
   Grading, Paving

   Existing Class III bikeway to be replaced in kind.

8. Burns Junction Rock Production, Malheur County
   Rock Production

   Same as No. 1.

9. Hillsboro-Silverton Highway at Oregon Way
   City of Woodburn, Marion County

   4-foot shoulders to be provided on this project.

10. 12th Street SE at Madrona Avenue SE
    City of Salem, Marion County
    Traffic Signals

    Same as No. 1.

11. Broadway Bridge (West Approaches)
City of Portland, Multnomah County
Deck Surfacing

Same as No. 1.

12. East Burnside Street Undercrossing
East Portland Freeway, Multnomah County
Grading, Paving, Structure

12-foot Class II bikeway on structure; 12-foot sidewalk/bikeway on Burnside; 10-foot bikeway along freeway will be provided on this project.

13. SW 29th Street to Pendleton-John Day Highway
City of Pendleton, Umatilla County
Grading, Paving

4-foot sidewalks to be provided on this project.

DES:JP

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8695

1-205-43

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR / 1/24/78

Donald L [illegible]

2-23-78 Bid Letting ______________ All Clear Deadline

SECTION EAST BURNSIDE STREET STRUCTURE
Highway I-205
County Multnomah Region M
Type of Work ML Str-Detour Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

## DOCUMENTS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☐ | ☒ | ☒ | ☒ | ☒ | Specifications cover problem areas. |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

## PERMITS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

## CULTURAL:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

## NOISE:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

.8695

I-205

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

December 15, 1977

K. D. Limbocker, Metro Design Engineer
Oregon Department of Transportation
Metropolitan Section
5821 N.E. Glisan St.
Portland, OR 97213

Dear Ken: Re: Burnside Undercrossing Structure - I-205

We have reviewed the advanced plans for the Burnside Structure and the following comments are noted:

This project, including the detours, requires roadway illumination through the work area. It is recommended that 250 Watt high-pressure sodium luminaires be used at 170 foot centers with a mounting height of 40 feet.

Plans for illumination should be sent to Mr. Richard T. Howard, Service District Engineer, Neighborhood Improvement Unit, in this office for approval.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

William L. Carson
William L. Carson
Asst. Engineer

WLC:ms

cc: Richard T. Howard
Service Dist. Engineer

1 Versteeg ✓
2 Christensen Doc
George
Olson
Torpin
Sullivan
Scott
Savage

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DEC 16 1977
ENGINEERING SECTION

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BY FINAL DESIGN ENGINEER

See that Br. has
a copy of this letter
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AN EQUAL OPPORTUNITY EMPLOYER

8695

8

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTE

E. Burnside St. Uxing
East Portland Freeway
Multnomah County
Bridge 13521
Oregon Project I-205-7(2)301

Your File 1041 BR.1

The structure, as submitted with our letter of January 3, 1977 and approved by your office January 18, 1977, had a 55-foot roadway width.

We propose to reduce this width to a 48-foot roadway in accordance with the enclosed copy of a letter from Multnomah County.

This is estimated to cost $1,240,000, or $60,000 less than the original estimate of $1,300,000.

This is being sent to you as a revised preliminary for your approval.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Design Engineer,
Structural Design Section

Enclosure

cc E. S. Hunter
L. W. Rulien
R. N. Bothman

RECEIVED
TECHNICAL SERVICES
NOV 15 '77
REFER TO
FOR

| Info | Invest | W/D | D/R | Sign | Ack | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 81-731-0027 (9-77)

8695

8

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the file

DATE: November 14, 1977

FROM: John M. Tindall
Supervising Design Engineer

NOTED
E. S. HUNTER

SUBJECT: East Burnside St. U'xing
East Portland Freeway (I-205)
Multnomah County
Bridge No. 13521

Our present design and drawings for the subject structure is for a 55 foot roadway width with an eight foot walk on the north side and a 12 foot walk on the south side. We will redesign and redraw the plans for a 48 foot roadway with the same walks as provided in the present design. This agrees with Multnomah County's request of October 6, 1977.

The narrower roadway width should cost about $60,000 less, but will delay the contract letting until at least February 26, 1978.

JMT:dls

cc: E. S. Hunter
R. N. Bothman
D. O. Christensen
Adrian Olson

RECEIVED
TECHNICAL SERVICES
NOV 15 77
REFER TO
FOR
Info Invest R/D D/R Sign Act File

61-125-1387

8695

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon

August 16, 1977

Dan Gano

FROM: Dan Gano, Regional Geolgist

SUBJECT: Multnomah St.-Division St. Section
I-205, East Portland Freeway
Multnomah County

TO: Max Klotz, Technical Services Engineer

Jerry Rien, Road Design Section, requested (by telephone) that we review proposed bottomless catch basins which would drain into very shallow dry wells. It was decided that permeability tests would be necessary at each of the proposed sites. Jerry Rien provided maximum design drainage requirements for the catch basins. Permeability tests were completed February 1977. The attached permeability test results were given to Jerry Rien by telephone.

Test pits were dug at each of the proposed catch inlet sites with a 3/8 cu. yd. clam bucket. The test pits measured 3' x 5' wide and were 6' deep. This is the approximate size of dry wells proposed for use with the bottomless catch basins. A controlled flow of water equal to the design drainage requirements was directed into each pit to determine if existing ground conditions would provide adequate permeability. If permeability was less than needed, the flow was reduced until the water level stablized in the pit. The flow rate (g.p.m.) was then determined. If satisfactory results were not obtained, the test pit was deepened until visual inspection indicated more permeable conditions on which to run additional tests. This procedure was repeated until desired results were obtained or until the practical depth for dry well excavation was exceeded and caving conditions developed. It is recommended that similar field permeability tests be made on all future sites for proposed dry wells.

cc: Hardt
Yarbrough
File

Versteeg
Johnsen

Terpin
Davis

Gregg
Olcott

REFERRED TO

Beerd
Reed
2 Cole WEC
1 Erikson 2 3
KW
Hager

[✓ Return] Discuss Do File Copy [illegible]

BY FINAL DESIGN [illegible]

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

## Permeability Test Results

### DIVISION ST. OVERCROSSING

9575

| Test Pit Site | Location | Existing Ground Elevation | Depth | Design Drainage Needs | Existing Permeability | Duration of Test |
|---|---|---|---|---|---|---|
| "A" | "L" 404+10<br>475' Rt. | 268 | 6' | 260 gpm | 70 gpm | 1 hour |
| "A" | " | " | 21' | " | " | " |
| "B" | "L" 404+35<br>140' Rt. | 265 | 6' | 180 gpm | 70 gpm | 1 hour |
| "B" | " | " | 15' | " | 200 gpm | " |

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' - 9' below finish grade) of the attached typical section. A depth of 15' at location B will be necessary for anticipated runoff. Location will have to be designed for a maximum runoff of 70 gpm per dry well.

### MARKET ST. UNDERCROSSING

8538

| Test Pit Site | Location | Existing Ground Elevation | Depth | Design Drainage Needs | Existing Permeability | Duration of Test |
|---|---|---|---|---|---|---|
| "C" | "L" 379+15<br>255' Lt. | 266 | 7' | 110 gpm | 200 gpm | 1 hour |
| "D" | "L" 378+90<br>88' Lt. | 265 | 8' | " | 150 gpm | 1 hour |
| "E" | "L" 374+15<br>31' Rt. | 265 | 9' | " | 150 gpm | 1 hour |
| "F" | "L" 379+75<br>127' Rt. | 265 | 9' | " | 140 gpm | 1 hour |

Proposed bottomless catch inlets would be quite sufficient in these areas.

1 Versteeg
2 Olson
3

RECEIVED
AUG 30 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not file
Return to
Bring up ___/___/___
Other ________

## MULTNOMAH ST.-DIVISION ST. SECTION
## I-205, EAST PORTLAND FREEWAY
## MULTNOMAH COUNTY

### Permeability Test Results

### WASHINGTON ST. U'XING

| Test Pit Site | Location | Existing Ground Elevation | Depth | Design Drainage Needs | Existing Permeability | Duration of Test |
|---|---|---|---|---|---|---|
| "G" | "L" 354+00<br>65' Rt. | 273 | 6' | 50 gpm | 10 gpm | 1 hour |
| "G" | " | " | 16' | " | 11 gpm | " |
| "G" | " | " | 26' | " | 95 gpm | " |
| "H" | "L" 353+54<br>212' Lt. | 275 | 6' | " | 40 gpm | " |
| "H" | " | " | 15' | " | 60 gpm | " |
| "H" | " | " | 26' | " | 60 gpm | " |

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of about 25' will be necessary for anticipated runoff.

### BURNSIDE ST. U'XING

8695

| | | | | | | |
|---|---|---|---|---|---|---|
| "L" | "L" 336+08<br>335' Lt. | 291 | 6' | 160 gpm | 15 gpm | 1 hour |
| "L" | " | " | 10' | " | 120 gpm | " |
| "M" | "L" 335+75 | 292 | 10' | " | 120 gpm | " |

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of 10' will be necessary for anticipated runoff.

MULTNOMAH ST.-DIVISION ST. SECTION
I-205, EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

## Permeability Test Results

## STARK ST. U'XING

8537

| Test Pit Site | Location | Existing Ground Elevation | Depth | Design Drainage Needs | Existing Permeability | Duration of Test |
|---|---|---|---|---|---|---|
| "I" | "L" 348+97<br>196' Lt. | 278 | 6' | 100 gpm | 2 gpm | 1 hour |
| "I" | " | " | 13' | " | 16 gpm | " |
| "I" | " | " | 18' | " | 110 gpm | " |
| "J" | "L" 349+21<br>21' Rt. | 277 | 6' | 110 gpm | 23 gpm | 1 hour |
| "J" | " | " | 13' | " | 16 gpm | " |
| "J" | " | " | 18' | " | 110 gpm | " |
| "K" | "L" 349+21<br>233' Rt. | 277 | 6' | 200 gpm | No test | |
| "K" | " | " | 13' | " | 16 gpm | 1 hour |
| "K" | " | " | 18' | " | 100 gpm | " |

Proposed bottomless catch inlets would be inadequate if constructed to design depth (approx. 6' below finish grade) of the attached typical section. A minimum depth of 18' will be necessary for an estimated 110 gpm maximum surface runoff.

8695

9

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 19, 1977

Telephone 238-8226

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

| | State Share | Project Cost Estimate |
|---|---|---|
| May 26, 1977 Bid Letting | | |
| Col. Blvd. Intch. (Owens-Illinois Reloc.) | 140,400 | 1,800,000 |
| SE Market St. U'xing | 76,440 | 980,000 |
| June 23, 1977 Bid Letting | | |
| Columbia Slough Frontage Rd. | 21,840 | 280,000 |
| N. Banfield Intch. (UPRR Shoofly) Ph. 1 | 10,920 | 140,000 |
| N. Banfield Intch. (NE 102nd Ave. Str.) | 128,700 | 1,650,000 |
| July 28, 1977 Bid Letting | | |
| NE Glisan St.-SE Division St. (SND Barrier & Bkwy) | 124,800 | 1,600,000 |
| SE Division St. U'xing (BLE/Spline) | 46,410 | 595,000 |
| NE Prescott St. U'xing | 99,060 | 1,270,000 |
| Col. Blvd. Intch. (UPRR Shoofly) Kenton Line | 35,100 | 450,000 |
| August 25, 1977 Bid Letting | | |
| NE Maywood Place Section | 156,000 | 2,000,000 |
| SE Foster Rd.-SE Crystal Springs Blvd. | 16,458 | 211,000 |

|  | State Share | Project Cost Estimate |
|---|---|---|
| September 22, 1977 Bid Letting |  |  |
| NE Sandy Blvd. Str. | 206,700 | 2,650,000 |
| East Burnside St. Str. | 126,360 | 1,620,000 |
| S. Banfield Intch. (NE 99th Ave.) | 17,940 | 230,000 |
| Col. Blvd. Intch. (Col. Blvd. U'xing) | 210,600 | 2,700,000 |

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8695 Form FHWA 121 (Rev. 5-73) 8

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 18, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(2)301
NE Morris St.-SE Salmon St. Section
East Burnside Bridge - #13521

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Revised preliminary plans for this structure have been reviewed in this office. The new structure is similar in type to that originally proposed. It is noted, however, that the width has been reduced substantially. It is assumed that the removal of a left turn refuge is the reason for the difference.

These plans are approved.

G. L. Green

RECEIVED
STATE HWY ENGR
JAN 19 '77
REFER TO
Bridge
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

8695

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**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 3, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

East Burnside Street Uxing
East Portland Freeway
Multnomah County
Bridge 13521
Oregon Project I-205-7(2)301
Your file 10-35.6

Enclosed are two copies of drawings 31647, 31648, and 22399 which are the preliminary plan and elevation, typical section and vicinity map for the subject structure. Also enclosed are two copies of the foundation recommendation and two letters concerning the sidewalk width.

The roadway width, sidewalks, and alignment are in accordance with the requirements for this project. The length was established to span the roadway sections underneath and elevation to provide the required vertical clearance.

Two alternates were studied for this project. A four span structure using reinforced concrete box girders for the short end span and cantilevers at the interior bents with bulb T prestressed beams supported by the cantilevers and the end bent. This alternate would require a grade change to provide the minimum vertical clearance over the "BL" line. The estimated cost of this alternate is $1,218,000.

The other alternate is a three-span, post-tensioned box girder similar to the structure we submitted in May 1972 which you approved June 13, 1972. The estimated cost of this alternate, based on approximate quantities and including an allowance for engineering and contingencies, is $1,300,000.

We selected the three-span, box girder as being the most appropriate structure type for this site. It will provide a slender, aesthetically pleasing structure similar to the other structures in this area of the freeway.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

cc E. S. Hunter
R. N. Bothman /w/ 2 copies of drawings
L. W. Rulien

RECEIVED
STATE HWY ENGR
JAN 3 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# Memorandum

FOR F

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 20, 1972

In reply refer to: 10-35.6

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

EP7 J Haskell

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)301
Morris St.-Salmon St. Section
E. Burnside St. U'xing - #13521

cy Bridge 10-25-72

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STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info Invest RO DR Sign Act File

The 66-foot width requested in Mr. Hart's October 12 letter is approved. This width is consistent with other structures in the area and will blend well with the existing adjacent city street.

NOTED
A. E. JOHNSON

10-24-72

Al

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
OCT 1[illegible] 1972
FOR FILING

1859

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

E.P.7.

**NOTED**
**A. E. JOHNSON**

October 12, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Dear Mr. Green:

East Burnside Street Undercrossing
N. E. Morris St.-S. E. Salmon Street Section
East Portland Freeway
Multnomah County, Bridge No. 13521

Your letter of June 13, 1972, approves a 64-foot roadway width rather than the 66 feet requested in our preliminary submittal.

In the attached letter of May 7, 1971, Multnomah County requested the 66-foot width. This would provide a 14-foot median turning lane, four 11-foot lanes, and 4-foot shoulders. The present width of Burnside Street immediately to the east of the proposed structure is 76 feet.

We request that you give reconsideration to approval of a 66-foot roadway width for this structure.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

Walter J. Hart
Bridge Engineer

LLW/ag
Attach.

cc A. E. Johnson
~~L. H. Young~~
V. E. Skoog

RECEIVED
OCT 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

8695 8

OCT 9 1972

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 2, 1972

In reply refer to: 10-35.6

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

E.P.F.

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project I-205-7(2)-
Morris St.-Salmon St. Section
Burnside Street U'xing - #13521

We have reviewed the foundation data dated September 14, 1972.

The preliminary plans are approved subject to the conditions of our June 13 memorandum.

NOTED
F. B. KLABOE

Cy Bridge 10-6-72

10-4-72
Johnson

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STATE HWY ENGR
OCT 4 '72
REFER TO
FBK
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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JUN 19 1972
FOR FILING

EPF

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Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 13, 1972

In reply refer to: 10-35.6

FROM for C. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)301
Morris St.-Salmon St. Section

Mr. Hart's May 8 letter submitted preliminary plans for the E. Burnside Street undercrossing. According to the letter Burnside Street is to have four lanes and a left turn refuge. Accordingly we will approve a roadway width of 64 feet consisting of four 12 foot lanes and a 16 foot divider. The two raised sidewalks are satisfactory.

The structure type selected appears best for this site.

We reserve the right to make further comments upon receipt of the foundation data.

Cy Bridge
6-16-72

6-15-72
REFERRED TO
Al
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
JUN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 11 1972
FOR FILING

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

EPF

Wash. U-Xing
Stark St U-Xing

DATE May 8, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
By
Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Burnside Street Undercrossing
N.E.Morris St. - S.E.Salmon St. Section
East Portland Freeway
Multnomah County, Bridge 13521

Approved
A. E. Johnson
Asst. Hwy. Engr.

Enclosed are two prints each of drawings 28189 and 28051 which are the preliminary plan and elevation and the vicinity map for the Burnside Street Undercrossing. The foundation recommendation will be forwarded to you when it becomes available.

This structure carries four lanes of traffic on East Burnside Street with a center lane for turning. It has sidewalks on both sides. It crosses five lanes each way northbound and southbound plus on and off lanes. A two-span structure is required with this geometric configuration. Post-tensioned concrete provides this with an economic, slender structure. A four-span post-tensioned box girder similar to that submitted for the Washington Street and Stark Street structures was considered but because of the required placement of the outer columns, the end spans were too short for structural balance.

The preliminary foundation information indicates the use of steel piling for the end bents and spread footing for the center column.

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $745,000. This is being submitted as a preliminary for your approval.

JEB:dh
Enclosures

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1978 SW 29th St.-Pendleton-John 2696
Day Hwy. (Pendleton) Sec. on
SW Hailey St. (Grade, pave & sign) #2

8696

L

**COX-JONES INSURANCE AGENCY, INC.**
FIRST AND ALDER, POST OFFICE BOX 688
WALLA WALLA, WASHINGTON 99362 - TELEPHONE: 525-1320

*representing*
**The TRAVELERS**
**Insurance Companies**

July 2, 1981

State of Oregon
Highway Department
Salem, OR 97310

Re: Ronald Brookshire vs. Riverbed Construction

Gentlemen:

My insured has asked for assistance in obtaining reimbursement for damage done to his car due to the negligent marking of a construction project. This happened in April of 1979 on Hailey Street between S.W. 27th and Highway 395, Pendleton, Oregon. An unmarked manhole stood 8 to 10 inches above grade, tearing the oil pan and doing some other damage to the underside of Mr. Brookshire's car. Immediately after this accident, markers were put up; however, all attempts by Mr. Brookshire to be reimbursed for his $128.01 have been futile.

As we understand this was a state project, I would appreciate the state of Oregon making the payment to Mr. Brookshire and taking whatever steps you feel necessary to get reimbursed by the construction company.

Thank you,

COX-JONES INSURANCE AGENCY, INC.

Brian G. Jones

blb

RECEIVED
STATE HWY ENGR

JUL 6'81

REFER TO
[illegible]

FOR

| Info | Answer | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  | X |  | X |  |

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7/6

8696

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Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 6-8-81 | CC 81-12 REV. | | 330-1928-297<br>330-2512-297<br>330-1051-297 |

**BILL TO:** Code:

Umatilla County
County Road Department
P.O. Box 1245
Pendleton, Oregon 97801
Attn: Mr. Carlos VanElsberg
Director of Public Works

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| REVISED FINAL BILLING:<br>Federal Aid Urban Project M-3420(1)<br>S.W. 29th Street-Pendleton/John Day Highway<br>S.W. Hailey Avenue<br>Umatilla County<br>Agreement No. 5563<br>Contract No. 8696 | | | |
| TOTAL COST | | | $327,194.75 |
| Less Federal Funds | | | 254,826.61 |
| Less State Share | | | 35,622.89 |
| Less City Share | | | 16,902.82 |
| County Share | | | 19,842.43 |
| County Advance Deposit | | | 19,840.00 |
| Amount Previously Collected | | | 81.42 |
| REFUND DUE COUNTY | | | $ 78.99 |
| (Attach Itemized Statement to Check) | | | |

Advance Deposit Amount ............ $

Advance Deposit Previously Transferred to Highway Fund ............ $

Balance ............ $

Transfer to Highway Fund ............ $

Refund Due ............ $

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Partial or final request for billing FINAL

Approved: D E Swan G
D. E. Swan

Number of the previous request in connection with this service. CC-81-12

SP*35736-734

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 6-8-81 | CC-81-11 REV. | | 330-1928-295<br>330-2512-295<br>330-1051-295 |

BILL TO: Code:

City of Pendleton
City Hall
Pendleton, Oregon 97801
Attn: Rudy Enbysk, City Manager

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| REVISED FINAL BILLING:<br>Federal Aid Urban Project M-3420(1)<br>S.W. 29th Street-Pendleton/John Day Highway<br>S.W. Hailey Avenue<br>Umatilla County<br>Agreement No. 5663<br>Contract No. 8696 | | | |
| TOTAL COST | | | $327,194.75 |
| Less Federal Funds | | | 254,826.61 |
| Less State Share | | | 35,622.89 |
| Less County Share | | | 19,842.43 |
| City Share | | | 16,902.82 |
| City Advance Deposit | | | 16,900.00 |
| Amount Previously Collected | | | 70.10 |
| REFUND DUE CITY | | | $ 67.28 |
| (Attach Itemized Statement to Check) | | | |

Advance Deposit Amount ........ $

Advance Deposit Previously Transferred to Highway Fund ........ $

Balance ........ $

Transfer to Highway Fund ........ $

Refund Due ........ $

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 31-11

Amount Due . . . . . . $

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
D E Swan
D. E. Swan

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 6-8-81

**CITY** PENDLETON **Contract No.** 8696 **Date Completed** 6-14-79

**PROJECT #** M-3420(1) **Section** S.W. 29th St.-Pendleton/John Day Hwy., S.W. Hailey St

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 22,696.16 |
| Right-of-Way | | 1,285.59 |
| Payment to Contractor | | 285,312.38 |
| Credit for Liquidated Damages | | (25,400.00) |
| Construction Engineering | | 43,220.70 |
| Training Expense | | 79.92 |
| TOTAL COST | | $327,194.75 |
| Less Federal Funds | | 254,826.61 |
| BALANCE | | $ 72,368.14 |
| Less Non-Participating Costs: | | |
| R/W Acquisition | $ 6.39 | |
| Payment to Contractor | 1,192.17 | |
| Liquidated Damages | (76.20) | |
| Construction Engineering | 165.49 | $ 1,287.85 |
| AMOUNT TO BE SHARED BY STATE, CITY AND COUNTY | | $ 71,080.29 |

State Share: 50% of ($71,080.29 + $165.49) = $35,622.89

City Share: 46% of ($72,368.14 - $35,622.89) = $16,902.82

County Share: 54% of ($72,368.14 - $35,622.89) = $19,842.43

**Reference:** **Billing Form** CC 81-11 REV. & CC 81-12 REV.

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE

Oregon

VOUCHER PERIOD

FROM 9-12-76

TO 7-14-80

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-3420(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $327,182.81 | $325,906.96 | 78.19% | $254,826.61 | $254,826.61 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY
DATE

DIVISION OFFICE REVIEW MADE
BY
DATE

PASSED FOR PAYMENT
BY
DATE

1/17/81 V.E. Skoog, Controller

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | S.W. 29th St.-Pendleton/John Day Hwy, Section<br>FAU 3420 (S.W. Hailey Ave.) Pendleton<br>Umatilla County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | P.E. (State) | | All Required | | $ 22,696.16 ✓ | |
| | Type Code ROW | | | | | |
| | Rights-of-Way | | | | | |
| | Rights of Way | | All Required | | Gratis | |
| | Acquisition Expense | | | | | |
| | State | | All Required | | 1,279.20 ✓ | |
| | Construction | | | | | |
| | Type Code 6201 | | | | | |
| | Roadway (Sta. 63+25.82+25.6) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 284,120.21 | |
| | Construction Engineering | | | | | |
| | State | | All Required | | 43,135.13 | |
| | Liquidated Damages | | Lump Sum | | (25,323.80) | |
| | Total Participating Construction Engineering | | | | $ 17,811.33 | |
| | Total Participating Cost | | | | $325,906.90 | |
| | Nonparticipating Items | | | | | |
| | Acquisition Expense | | All Required | | $ 6.39 ✓ | |
| | Final Contract Payment Summary | | All Required | | 1,192.17 ✓ | |
| | Construction Engineering | | All Required | | 153.55 ✓ | |
| | Liquidated Damages | | Lump Sum | | (76.20) ✓ | 11.94 |
| | Total Nonparticipating Cost | | | | $ 1,275.91 | |
| | Total Project Cost | | | | $327,182.81 | |
| | AMOUNT CARRIED FORWARD ..... | | | | | |

Participating are for Right of Way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.

Prepared based on Participating Costs as shown on Federal Billing as of 2/28/81.

Revised Outside Billing
to type 6-3-81
G

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                                        330    1920      923        00 P 1
                                                         TOT        P1
                                                    ** JOB TOTALS **                   **

  HWY 396 TO SW 29TH @ HAILEY    CONT NO        * FA PROJ NOS M    420001 100
                                        330    1928      295        00 N 9                                1,138.52
                                        330    1928      296        00 N 9                                 573.18CR

TOTAL TO DATE JOB COST SUMMARY                                                              APRIL 1981

                                                                                               FISCAL
DESCRIPTION OF JOB OR DEPARTMENT           PREFIX        FUNCTION    GR   CURRENT MONTH     YEAR TO DATE
                                        330    1928      297        00 N 9                                1,336.53
                                        330    1928      298        00 N 9                                1,901.87C
                                        330    1928      901        00 P 1
                                        330    1928      904        00 P 1                                  461.69C
                                        330    1928      905        00 P 1                                  115.76C
                                        330    1928      906        00 P 1
                                        330    1928      909        00 P 1
                                        330    1928      910        00 P 1                                  334.32C
                                        330    1928      911        00 P 1
                                        330    1928      913        00 P 1
                                        330    1928      914        00 P 1                                  119.78C
                                        330    1928      920        00 P 1                                   54.00C
                                        330    1928      921        00 P 1                                  562.63C
                                        330    1928      923        00 P 1
                                                         TOT        P1                                    1,638.18C
                                                    ** JOB TOTALS **                   **                 1,638.18C

  SE NEWPORT AVE UMTLA-STNEL HY CONT NO         * FA PROJ NOS SOS 002001 100
                                        330    1930      295        00 N 9
                                        330    1930      296        00 N 9                                    1.38C
                                        330    1930      298        00 N 9                                    1.38
                                        330    1930      901        00 P 1
                                        330    1930      905        00 P 1
                                        330    1930      907        00 P 1
                                        330    1930      909        00 P 1
                                        330    1930      910        00 P 1
                                        330    1930      911        00 P 1
                                        330    1930      913        00 P 1
                                        330    1930      914        00 P 1
                                        330    1930      918        00 P 1                                   13.20
                                        330    1930      920        00 P 1
                                        330    1930      921        00 P 1
                                        330    1930      922        00 P 1
                                        330    1930      923        00 P 1
                                        330    1930      926        00 P 1                                     .90
                                                         TOT        P1                                       14.10
                                                    ** JOB TOTALS **                   **                    14.10
```

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                                                                                   13.00
        330   1920       923        00 P 1                                         92.90
                         TOT        P1
                         ** JOB TOTALS **                **               **       92.90  **

                                                                                          STATE
LEY   CONT NO       * FA PROJ NOS M   420001 100                  1,138.52         1,138.52
        330   1928       295        00 N 9                          573.18CR      20,221.18CR
        330   1928       296        00 N 9


                                                              APRIL 1981        PAGE  814
ARY
                                                                FISCAL          GRAND TOTAL
RTMENT          PREFIX       FUNCTION    GR   CURRENT MONTH   YEAR TO DATE        TO DATE
                                                                1,336.53          1,336.53
        330   1928       297        00 N 9                      1,901.87CR       17,746.13
        330   1928       298        00 N 9                                       10,785.98
        330   1928       901        00 P 1                        461.69CR
        330   1928       904        00 P 1                        115.76CR        3,601.92
        330   1928       905        00 P 1                                        2,402.11
        330   1928       906        00 P 1                                        1,431.53
        330   1928       909        00 P 1                                          580.67
        330   1928       910        00 P 1                        334.32CR          968.83
        330   1928       911        00 P 1                                          142.60
        330   1928       913        00 P 1                        119.78CR          758.39
        330   1928       914        00 P 1                         54.00CR          169.86
        330   1928       920        00 P 1                        552.63CR        1,191.02
        330   1928       921        00 P 1                                          663.25
        330   1928       923        00 P 1                      1,638.18CR       22,696.16
                         TOT        P1
                         ** JOB TOTALS **              **       1,638.18CR**     22,696.16  **

                                                                                          STATE
STHEL HY CONT NO        * FA PROJ NOS SOS 002001 100                                890.00
        330   1930       295        00 N 9                          1.38CR       8,180.00CR
        330   1930       296        00 N 9                          1.38         7,290.00
        330   1930       298        00 N 9                                       7,590.44
        330   1930       901        00 P 1                                       3,473.27
        330   1930       905        00 P 1                                           2.40
        330   1930       907        00 P 1                                         372.48
        330   1930       909        00 P 1                                         960.47
        330   1930       910        00 P 1                                         174.66
        330   1930       911        00 P 1                                         738.10
        330   1930       913        00 P 1                                         493.97
        330   1930       914        00 P 1                         13.20            28.60
        330   1930       918        00 P 1                                         147.86
        330   1930       920        00 P 1                                         593.61
        330   1930       921        00 P 1                                          68.00
        330   1930       922        00 P 1                                         283.65
        330   1930       923        00 P 1                            .90              .90
        330   1930       926        00 P 1                         14.10        14,928.41
                         TOT        P1
                         ** JOB TOTALS **              **          14.10  **    14,928.41  **
```

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[illegible] CONT [illegible]       FA P[illegible] NOS M   [illegible]002 100
                                  327    2510      296       00 N 9                              113.4
                                  327    2510      298       00 N 9                              113.4
                                  327    2510      407       00 P 1
                                  327    2510      412       00 P 1                               56.
                                  327    2510      414       00 P 1
                                  327    2510      930       00 P 1                               67.
                                                   TOT          P1                                118.
                                             ** JOB TOTALS **                      **              118.9

   SW 29-PENDLETON JOHN DAY     CONT NO           FA PROJ NOS M   420001 100
                                  330    2512      295       00 N 9                               74.9
                                  330    2512      296       00 N 9                              305.1
                                  330    2512      297       00 N 9                               88.0
                                  330    2512      298       00 N 9                              142.2
                                  330    2512      407       00 P 1
                                  330    2512      407       00 N 1
                                  330    2512      412       00 P 1
                                  330    2512      414       00 P 1
                                  330    2512      419       00 P 1
                                  330    2512      909       00 P 1
                                  330    2512      920       00 P 1                               43.6
                                  330    2512      930       00 P 1                               14.4
                                                   TOT          P1                                 58.0
                                                   TOT          N1
                                             ** JOB TOTALS **                      **               58.0

TOTAL TO DATE JOB COST SUMMARY                                                          APRIL 1981

                                                                                          FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH      YEAR TO DAT

   UPARKING-2ND ST. LAGRANDE    CONT NO           FA PROJ NOS M   645002 100 TQM 645002
                                  331    2509      295       00 N 9
                                  331    2509      296       00 N 9
                                  331    2509      298       00 N 9
                                  331    2509      401       00 P 1
                                  331    2509      403       00 P 1
                                  331    2509      405       00 P 2
                                  331    2509      407       00 P 1                            1,257.2
                                  331    2509      407       00 P 2
                                  331    2509      409       00 P 1
                                  331    2509      412       00 P 1
                                  331    2509      414       00 P 1
                                  331    2509      414       00 N 1
                                  331    2509      415       00 P 1
                                  331    2509      419       00 P 1
                                  331    2509      426       00 P 1
                                  331    2509      470       00 P 1
                                  331    2509      712       00 P 1
                                  331    2509      913       00 P 1
                                  331    2509      920       00 P 1
                                  331    2509      920       00 N 1
```

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                                                                                              STATE
      CONT NO            FA PROJ NOS M   [illegible] 100
          327     2510          296         00 N 9                          113.47CR           1,839.57CR
          327     2510          298         00 N 9                          113.47             1,839.57
          327     2510          407         00 P 1                                               888.57
          327     2510          412         00 P 1                           55.90               811.96
          327     2510          414         00 P 1                                                 3.20
          327     2510          930         00 P 1                           63.00               383.13
                                TOT         P1                              118.90             2,086.86
                           ** JOB TOTALS **                   **            118.90  **         2,086.86  **

                                                                                              STATE
      CONT NO            FA PROJ NOS M   420001 100
          330     2512          295         00 N 9                           74.97                74.97
          330     2512          296         00 N 9                          305.19CR           1,163.19CR
          330     2512          297         00 N 9                           88.01                88.01
          330     2512          298         00 N 9                          142.21             1,000.21
          330     2512          407         00 P 1                                               613.81
          330     2512          407         00 N 1                                                 6.39
          330     2512          412         00 P 1                                                 8.51
          330     2512          414         00 P 1                                                42.47
          330     2512          419         00 P 1                                                66.82
          330     2512          909         00 P 1                                               386.86
          330     2512          920         00 P 1                           43.63                57.70
          330     2512          930         00 P 1                           14.45               103.03
                                TOT         P1                               58.08             1,279.20
                                TOT         N1                                                     6.39
                           ** JOB TOTALS **                   **             58.08  **         1,285.59  **


                                                                      APRIL 1981          PAGE 1089
MMARY
                                                                        FISCAL            GRAND TOTAL
                                                                      YEAR TO DATE          TO DATE
ARTMENT          PREFIX          FUNCTION   GR  CURRENT MONTH

                                                                                                  STATE
NDE      CONT NO            FA PROJ NOS M   645002 100 TQM 645002
             331     2509          295         00 N 9                                           2,060.00
             331     2509          296         00 N 9                                          25,958.50CR
             331     2509          298         00 N 9                                          23,898.50
             331     2509          401         00 P 1                                           4,133.00
             331     2509          403         00 P 1                                           3,247.00
             331     2509          405         00 P 2                                          11,135.00
             331     2509          407         00 P 1                        1,257.29           4,099.93
             331     2509          407         00 P 2                                           2,394.14
             331     2509          409         00 P 1                                             121.51
             331     2509          412         00 P 1                                             283.51
             331     2509          414         00 P 1                                           2,415.56
             331     2509          414         00 N 1                                               7.11
             331     2509          415         00 P 1                                              35.10
             331     2509          419         00 P 1                                              29.20
             331     2509          426         00 P 1                                              96.28
             331     2509          470         00 P 1                                              15.18
             331     2509          712         00 P 1                                             420.00
             331     2509          913         00 P 1                                              66.35
             331     2509          920         00 P 1                                              93.33
             331     2509          920         00 N 1                          [illegible]
```

TOTAL TO DATE JOB COST SUMMARY APRIL 1981

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | | CURRENT MONTH | FISCAL YEAR TO DATE |
|---|---|---|---|---|---|---|---|
| | 330 | 1044 | 915 | 00 P 1 | | | 16.95 |
| | 330 | 1044 | 928 | 00 N 1 | | | |
| | | | TOT | P1 | | | 16.95 |
| | | | TOT | N1 | | | |
| | | | ** JOB TOTALS ** | | | ** | 16.95 |
| SW 29-PDLTN-JOHN DAY HY | CONT NO 8696 * FA PROJ NOS H 420001 100 | | | | | | |
| | 330 | 1051 | 201 | 00 P 1 | | | |
| | 330 | 1051 | 201 | 00 N 1 | Cont. Pay. | | |
| | 330 | 1051 | 203 | 00 P 1 | | | 76.20 |
| | 330 | 1051 | 203 | 00 N 1 | Cr. Liq. Dam | | 76.20 |
| | 330 | 1051 | 295 | 00 N 9 | | 70.10 | 1,591.61 |
| | 330 | 1051 | 296 | 00 N 9 | | 70.10CR | 18,459.92 |
| | 330 | 1051 | 297 | 00 N 9 | | | 1,521.88 |
| | 330 | 1051 | 298 | 00 N 9 | | | 21,573.41 |
| | 330 | 1051 | 900 | 00 P 1 | | | 1,533.64 |
| | 330 | 1051 | 900 | 00 N 1 | Const. Engr. | | 35.10 |
| | 330 | 1051 | 948 | 00 N 1 | Const. Engr. | | 11.94 |
| | 330 | 1051 | 950 | 00 P 1 | Training | | |
| | | | TOT | P1 | | | 1,609.84 |
| | | | TOT | N1 | | | 29.16 |
| | | | ** JOB TOTALS ** | | | ** | 1,580.68 |
| HERMISTON PV MK INSPECT | CONT NO FA PROJ NOS PMS 005088 100 | | | | | | |
| | 330 | 1060 | 296 | 00 N 9 | | 31.86CR | 806.28 |
| | 330 | 1060 | 298 | 00 N 9 | | 31.86 | 806.28 |
| | 330 | 1060 | 900 | 00 P 1 | | 271.25CR | 528.77 |
| | 330 | 1060 | 920 | 00 P 1 | | | |
| | 330 | 1060 | 948 | 00 P 1 | | | 6.26 |
| | | | TOT | P1 | | 271.25CR | 535.03 |
| | | | ** JOB TOTALS ** | | | 271.25CR** | 535.03 |
| UMATILLA R (MAIN ST) BR | CONT NO 9024 * FA PROJ NOS BRM 530001 100 | | | | | | |
| | 330 | 1065 | 201 | 00 P 1 | | | 9,274.20 |
| | 330 | 1065 | 208 | 00 N 1 | | | 36.46 |
| | 330 | 1065 | 285 | 01 P 1 | | | 9,445.37 |
| | 330 | 1065 | 296 | 00 N 9 | | | 20,299.59 |
| | 330 | 1065 | 298 | 00 N 9 | | | 20,299.59 |
| | 330 | 1065 | 900 | 00 P 1 | | | 1,712.05 |
| | 330 | 1065 | 900 | 00 N 1 | | | 2.39 |
| | 330 | 1065 | 920 | 00 P 1 | | | 29.88 |
| | 330 | 1065 | 928 | 00 N 1 | | | 14.27 |
| | 330 | 1065 | 950 | 00 P 1 | | | |
| | 330 | 1065 | 960 | 03 N 1 | | | 72.74 |
| | 330 | 1066 | 985 | 00 P 1 | | | |
| | | | TOT | P1 | | | 20,461.50 |
| | | | TOT | N1 | | | 52.94 |
| | | | ** JOB TOTALS ** | | | ** | 20,514.44 |

| PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE BEG | YRS END |
|---|---|---|---|---|---|---|---|---|
| 330 | 1044 | 915 | 00 P 1 | | 16.95 | 818.36 | 77 | 80 |
| 330 | 1044 | 928 | 00 N 1 | | | 12.17 | 79 | 79 |
| | | TOT | P1 | | 16.95 | 115,380.99 | | |
| | | TOT | N1 | | | 648.38 | | |
| | | ** JOB TOTALS ** | | ** | 16.95 ** | 116,029.37 ** | | |
| CONT NO 8696 * FA PROJ NOS M 420001 100 | | | | | | | STATE | |
| 330 | 1051 | 201 | 00 P 1 | | | 284,120.21 | 78 | 80 |
| 330 | 1051 | 201 | 00 N 1 Const. Pay. | | | 1,192.17 | 78 | 79 |
| 330 | 1051 | 203 | 00 P 1 | | 76.20 | 25,323.80CR | 78 | 81 |
| 330 | 1051 | 203 | 00 N 1 Cr. Liq. Dam | | 76.20CR | 76.20CR | 81 | 81 |
| 330 | 1051 | 295 | 00 N 9 | 70.10 | 1,591.61 | 15,756.61 | 78 | 81 |
| 330 | 1051 | 296 | 00 N 9 | 70.10CR | 18,459.92 | 270,333.76CR | 78 | 81 |
| 330 | 1051 | 297 | 00 N 9 | | 1,521.88 | 18,496.88 | 78 | 81 |
| 330 | 1051 | 298 | 00 N 9 | | 21,573.41CR | 236,080.27 | 78 | 81 |
| 330 | 1051 | 900 | 00 P 1 | | 1,533.64 | 43,055.21 | 78 | 81 |
| 330 | 1051 | 900 | 00 N 1 Const. Engr. | | 35.10 | 153.55 | 78 | 81 |
| 330 | 1051 | 948 | 00 N 1 Const. Engr. | | 11.94 | 11.94 | 81 | 81 |
| 330 | 1051 | 950 | 00 P 1 Training | | | 79.92 | 78 | 79 |
| | | TOT | P1 | | 1,609.84 | 301,931.54 | | |
| | | TOT | N1 | | 29.16CR | 1,281.46 | | |
| | | ** JOB TOTALS ** | | ** | 1,580.68 ** | 303,213.00 ** | | |
| CONT NO FA PROJ NOS PMS 005088 100 | | | | | | | STATE | |
| 330 | 1060 | 296 | 00 N 9 | 31.86CR | 806.28CR | 852.48CR | 79 | 81 |
| 330 | 1060 | 298 | 00 N 9 | 31.86 | 806.28 | 852.48 | 79 | 81 |
| 330 | 1060 | 900 | 00 P 1 | 271.25CR | 528.77 | 560.19 | 80 | 81 |
| 330 | 1060 | 920 | 00 P 1 | | | 14.78 | 79 | 79 |
| 330 | 1060 | 948 | 00 P 1 | | 6.26 | 6.26 | 81 | 81 |
| | | TOT | P1 | 271.25CR | 535.03 | 581.23 | | |
| | | ** JOB TOTALS ** | | 271.25CR** | 535.03 ** | 581.23 ** | | |
| CONT NO 9024 * FA PROJ NOS BRM 530001 100 | | | | | | | STATE | |
| 330 | 1065 | 201 | 00 P 1 | | 9,274.20 | 693,845.49 | 79 | 80 |
| 330 | 1065 | 201 | 00 N 1 | | 36.46CR | 36.46CR | 80 | 80 |
| 330 | 1065 | 295 | 01 P 1 | | 9,445.37 | 9,445.37 | 80 | 80 |
| 330 | 1065 | 296 | 00 N 9 | | 20,299.59CR | 600,139.59CR | 79 | 81 |
| 330 | 1065 | 298 | 00 N 9 | | 20,299.59 | 600,139.59 | 79 | 81 |
| 330 | 1065 | 900 | 00 P 1 | | 1,712.05 | 45,931.85 | 79 | 81 |
| 330 | 1065 | 900 | 00 N 1 | | 2.39 | 90.76 | 79 | 80 |
| 330 | 1065 | 920 | 00 P 1 | | 29.88 | 81.80 | 79 | 80 |
| 330 | 1065 | 928 | 00 N 1 | | 14.27 | 36.46 | 80 | 81 |
| 330 | 1065 | 950 | 00 P 1 | | | 467.63 | 80 | 80 |
| 330 | 1065 | 960 | 00 N 1 | | 72.74 | 155.67 | 80 | 80 |
| 330 | 1065 | 985 | 00 P 1 | | | 402.35 | 80 | 80 |
| | | TOT | P1 | | 20,461.50 | 750,174.49 | | |
| | | TOT | N1 | | 52.94 | 246.43 | | |
| | | ** JOB TOTALS ** | | ** | 20,514.44 ** | 750,420.92 ** | | |

8696 **OREGON STATE HIGHWAY DIVISION**

FORM 81-734-1130

# HIGHWAY DIVISION INVOICE

NO. 131208

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 3-3-81 | CC 81-11 | |

**CREDIT DISTRIBUTION**

| | |
|---|---|
| 330-1051-295-00-000 | [70.10] |
| 330-1051-296-00-000 | 70.10 |
| 321.00 | 70.10 |

PENDLEC

- City of Pendleton
- City Hall
- Pendleton, OR 97801
- Attn: Rudy Enbydk, City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING per attached Itemized Statement | | | |
| Federal Aid Urban Project M-3420(1)<br>SW 29th Street-Pendleton-John Day Highway<br>SW Hailey Avenue<br>Umatilla County<br>Covered by Agreement No. 5663<br>Contract No. 8696 | | | |
| TOTAL COST | | | $327,182.81 |
| Less: Federal Funds | | | -254,522.13 |
| Less: State Share | | | - 35,769.16 |
| Less: County Share | | | - 19,921.42 |
| City Share | | | 16,970.10 |
| City Advance Deposit | | | 16,900.00 |
| AMOUNT DUE | | | $ 70.10 |
| FINAL | | | |

OREGON STATE
HIGHWAY DIVISION

FORM 81-734-1190

# HIGHWAY DIVISION INVOICE

NO. 131209

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 3-3-81 | CC 81-12 | |

CREDIT DISTRIBUTION

| | |
|---|---|
| 330-1051-297-00-000 | [81.42] |
| 330-1051-296-00-000 | 81.42 |
| 321.00 | 81.42 |

UMATCTY

Umatilla county
County Road Department
PO Box 1245
Pendleton, OR 97801
Attn: Corlos VanElsberg, Dir. of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement | | | |
| Federal Aid Urban Project M-3420 (1)<br>SW 29th Street - Pendleton-John Day Highway<br>SW Hailey Avenue<br>Umatilla county<br>Covered by Agreement No. 5663<br>Contract No. 8696 | | | |
| TOTAL COST | | | $327,182.81 |
| Less: Federal Funds | | | -254,522.13 |
| Less: State Share | | | - 35,769.16 |
| Less: City Share | | | -16,970.10 |
| County Share | | | 19,921.42 |
| County Advance Deposit | | | 19,840.00 |
| AMOUNT DUE | | | $ 81.42 |

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 2-20-81 | CC 81-11 | |

CREDIT DISTRIBUTION

| | |
|---|---|
| 330-1928-295 | $1,138.52 |
| 330-2512-295 | 74.97 |
| 330-1051-295 | 1,591.61 |

**BILL TO:** Code:

City of Pendleton
City Hall
Pendleton, Oregon 97801
ATTN: Rudy Enbysk, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING Per Attached Itemized Statement
Federal Aid Urban Project M-3420(1)
S.W. 29th Street-Pendleton-John Day Highway
S.W. Hailey Avenue
Unatilla County
Covered by Agreement No. 5663
Contract No. 8696

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| TOTAL COST | | | $327,182.81 |
| Less Federal Funds | | | 254,522.13 |
| Less State Share | | | 35,769.16 |
| Less County Share | | | 19,921.42 |
| City Share | | | 16,970.10 |
| City Advance Deposit | | | 16,900.00 |

(Please attach itemized statement to Invoice)

| | |
|---|---|
| Advance Deposit Amount | $ 16,900.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 14,165.00 |
| Balance | $ 2,735.00 |
| Transfer to Highway Fund | $ 2,735.00 |
| Refund Due | $ - - - |

Amount Due . . . . . . $70.10

Submitted by:
Gary E. Zehner
Gary E. Zehner

Partial or final request for billing FINAL

Approved:
For D. E. Swan

Number of the previous request in connection with this service. CC-1813

SP*38736-734

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE: 2-20-81

BILLING REQ. NO.: CC 81-12

YOUR ORDER NO.:

CREDIT DISTRIBUTION

| | |
|---|---|
| 330-1928-297 | $1,336.53 |
| 330-2512-297 | 88.01 |
| 330-1051-297 | 1,521.88 |

**BILL TO:** Code:

Umatilla County
County Road Department
P.O. Box 1245
Pendleton, Oregon 97801
ATTN: Carlos VanElsberg
Director of Public Works

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement<br>Federal Aid Urban Project M-3420(1)<br>S.W. 29th Street-Pendleton-John Day Highway<br>S.W. Hailey Avenue<br>Umatilla County<br>Covered by Agreement No. 5663<br>Contract No. 8696 | | | |
| TOTAL COST | | | $327,182.81 |
| Less Federal Funds | | | 254,522.13 |
| Less State Share | | | 35,769.16 |
| Less City Share | | | 16,970.10 |
| County Share | | | 19,921.42 |
| County Advance Deposit | | | 19,840.00 |
| (Please attach itemized statement with invoice) | | | |

Advance Deposit Amount $ 19,840.00
Advance Deposit Previously Transferred to Highway Fund $ 16,975.00
Balance $ 2,865.00
Transfer to Highway Fund $ 2,865.00
Refund Due $ - - -

Amount Due $ 81.42

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC 1812

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved:
for D. E. Swan

SP*35734-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** February 20, 1981

**CITY** PENDLETON **Contract No.** 8696 **Date Completed** 6-14-79

**PROJECT #** M-3420(1) **Section** S.W. 29th St.-Pendleton/John Day Hwy.,S.W. Hailey Ave.

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 22,696.16 |
| Right-of-Way | | 1,285.59 |
| Payment to Contractor | | 285,312.38 |
| Credit For Liquidated Damages | | (25,400.00) |
| Construction Engineering | | 43,208.76 |
| Training Expense | | 79.92 |
| TOTAL COST | | $327,182.81 |
| Less Federal Funds | | 254,522.13 |
| BALANCE | | $ 72,660.68 |
| Less Non-Participating Costs: | | |
| R/W Acquisition | $ 6.39 | |
| Payment to Contractor | 1,192.17 | |
| Liquidated Damages | (76.20) | |
| Construction Engineering | 153.55 | $ 1,275.91 |
| Amount to be shared by State, City & County | | $ 71,384.77 |
| State Share: 50% of ($71,384.77 + $153.55) = | | $ 35,769.16 |
| City Share: ($72,660.68 - $35,769.16) x 46% = | | $ 16,970.10 |
| County Share: ($72,660.68 - $35,769.16) x 54% = | | $ 19,921.42 |

**Reference:** **Billing Form** CC 81-11

MEMO TO THE FILES

September 16, 1980

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

S. W. 29th-Pendleton/John Day Hwy.
FAU 3420, S. W. Hailey Ave.
Project No. M 3420(1)
City of Pendleton
Umatilla County

This is to confirm that Jerry Odman, Director of Public Works, City of Pendleton, and Carlos Van Elsberg, Director of Public Works, Umatilla County, have indicated their desire to have the funding of the above project conform with the stipulations of the Urban System Project Agreement dated May 28, 1976.

RCL/dt

cc: Jerry Odman
Carlos Van Elsberg
~~D. E.~~ Swan

9-17-80
Called Diane
She will revise
billing to 78% fed
rate. ✓

78% Fed
11% St.
11% City

#8696.

files

L.

**JAMES M. BROWN**
ATTORNEY GENERAL

**DEPARTMENT OF JUSTICE**
Salem, Oregon 97310
Telephone: (503) 378-4400
113 Transportation Bldg.

July 25, 1980

Everette H. Williams
Trustee and Receiver in Bankruptcy
712 Dekum Building
5197 S.W. Third Avenue
Portland, OR 97204

Re: Riverbend Construction Company
Contract No. 8696

Dear Mr. Williams:

This will confirm our telephone conversation of July 21 to the effect that the above contract has been completed and final payment made on June 1, 1980 to the contractor Riverbend Construction Company in the amount of $12,886.85.

This contract was accepted on April 15, 1980 by the Highway Division.

Please address any further communications relative to this matter to this office.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General
and Counsel

JLS:hg
cc: Bob Gormson
Jan Peterson

NOTED
FRAN NEAVOLL

EVERETTE H. WILLIAMS
TRUSTEE AND RECEIVER IN BANKRUPTCY
712-14 DEKUM BUILDING
519 S. W. THIRD AVENUE
PORTLAND, OREGON 97204

TELEPHONE 227-8351

July 14, 1980

8696

Oregon State Highway Dept.
Room 438 Highway Building
Salem, OR 97310

R. J. [illegible]

NOTED
JACK L. SOLLIS

Re: Riverbend Construction Company

Dear Sirs:

On February 29, 1980, Riverbend Construction Company made an Assignment for the Benefit of Creditors to Everette H. Willimas. Among the assets assigned to Mr. Williams were the accounts receivable. According to the records of Riverbend, you are indebted to them in the amount of $38,343.86

Your check payable to Everette H. Williams, Assignee, or to Riverbend Construction Company should be mailed to Mr. Williams at the above address within ten days from the date of this letter.

If you have any questions, please do not hesitate to write or telephone.

Sincerely,

Everette H Williams
Everette H. Williams, Assignee

12,886.85
Ju[illegible]1-1980

EHW/km

APRIL 15 1980
Jon ACCEPTED

NOTED
V. E. SNUGG

RECEIVED
JUL 15 1980
HIGHWAY ACCOUNTING

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

7-24-80

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 9/13/76
TO 7/14/80

FEDERAL AID PROJECT NO.
M-3420(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $326,758.31 | $325,517.80 | 78.19% | $254,522.13 | $254,522.13 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 11/13/80

PASSED FOR PAYMENT
V. Ry Skoog, Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

330-1928
330-2312
330-1051

STATEN   OF COSTS INCURRED UNDER PROJECT AGRE   ENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | **S.W. 29th St. - Pendleton/John Day Hwy. Section** | | | | | |
| | **FAU 3420 (S.W. Hailey Ave.) Pendleton** | | | | | |
| | **Umatilla County** | | | | | |
| | **Preliminary Engineering** | | | | | |
| | **Type Code P.E.** | | | | | |
| | P.E. (State) | | All Required | | $ 22,696.07 | |
| | **Type Code ROW** | | | | | |
| | **Rights-of-Way** | | | | | |
| | Rights of Way | | All Requirdd | | Gratis | |
| | **Acquisition Expense** | | | | | |
| | State | | All Required | | 1,235.47 | |
| | **Construction** | | | | | |
| | **Type Code 6201** | | | | | |
| | **Roadway (Sta. 63+25.82+25.5)** | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 284,120.21 | |
| | **Construction Engineering** | | | | | |
| | State | | All Required | | 42,789.55 | |
| | Liquidated Damages | | Lump Sum | | (25,323.80) | |
| | Total Participating Construction Engineering | | | | $ 17,465.75 | |
| | Total Participating Cost | | | | $325,517.50 | |
| | **Nonparticipating Items** | | | | | |
| | Acquisition Expense | | All Required | | $ 6.39 | |
| | Final Contract Payment Summary | | All Required | | 1,192.17 | |
| | Construction Engineering | | All Required | | 118.45 | |
| | Liquidated Damages | | Lump Sum | | (76.20) | |
| | Total Nonparticipating Cost | | | | $ 1,240.81 | |
| | Total Project Cost | | | | $326,758.31 | |

Participating are for Right of Way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.

Prepared based on Participating Costs as shown on Federal Billing as of 10/23/80.

AMOUNT CARRIED FORWARD .....

GPO 944 892

#8276 7-9-80

GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF REPORT<br>July 9, 1980 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>M-3420(1) |
| COMPLETION DATE<br>May 9, 1979 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>April 15, 1980 | TIME ELAPSED<br>see below % | CONTRACT TIME<br>125 calendar days |
| APPROVED EXTENSIONS<br>14 calendar days | LOCATION SW. Hailey Avenue between SW. 29th St. and the Pendleton/John Day Highway in the City of Pendleton, OR | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SW. 29th ST.-PENDLETON/JOHN DAY HWY. SECTION
FAU 3420-HAILEY AVENUE
UMATILLA COUNTY
Grading, Paving & Signing

This project provided for the reconstruction of SW. Hailey Avenue between the above limits. The work also included the modification of the intersection of SW. Hailey with the Pendleton/John Day Highway.

The Contractor used 393 calendar days to complete the project. The Contractor requested a time extension for the entire contract time overrun. The request was reviewed and the State awarded a 14 calendar day extension due to a problem encountered with a City water line. This leaves 254 days of liquidated damages at $100 per day, or $25,400.

The final cost of the original contract items was $283,072.24. The contract amount was $279,924.00. The final cost of the project, including all changes and engineering, was $301,606.28.

All participating work has been completed.

A final inspection of the completed work was made on July 23, 1979.

RECEIVED
STATE HWY ENGR
JUL 15 '80
REFER TO Keasey
FOR
Info | Answer | R/D | D/R | Sign | Act | File

7-18 cy

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE Original Signed by D. B. Carter Area Engr.<br>David B. Carter | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner |
| TITLE Area Engineer — DATE 7/11/80 | TITLE Field Operations Engineer — DATE 7/14/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#7676

FILES L.

WALL & WALL, P. C.
ATTORNEYS AT LAW
SUITE 686
LLOYD FIVE HUNDRED BUILDING
500 N. E. MULTNOMAH
PORTLAND, OREGON 97232

ROBERT C. WALL
MITCHELL C. WALL
MARILYN M. WALL

TELEPHONE
(503) 238-0333

June 19, 1980

Contract
8696

Mr. Robert A. Leedy
Attorney at Law
1000 Willamette Center
121 S.W. Salmon Street
Portland, Oregon 97204

RE: United Pacific vs. Riverbend Construction

Dear Bob:

Enclosed herewith for your file please find a conformed copy of the Order in the above matter.

Very truly yours,

WALL & WALL, P.C.

Robert C. Wall

RCW/ch
Enclosure
cc: Robert L. Miller
Robert H. Crick, Sr.
David R. Trachtenberg, Esq.
Robert W. Gormsen ✓
Raymond A. Phelps, Jr.; File No. 5420
James A. Fish

6/26/80
no reply
necessary -
noted on contract
card fran)

RECEIVED
JUN 20 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON TRANSPORTATION )
COMMISSION, ex rel UNITED PACIFIC)
INSURANCE COMPANY, a Corporation,)
)
Plaintiff, )
) A80 05 02780
vs. ) NO. ~~A80-5-82780~~
)
RIVERBEND CONSTRUCTION CO., a ) ORDER WITH PREJUDICE
Corporation, and AMERICAN ) AND WITHOUT COSTS
FIDELITY FIRE INSURANCE COMPANY, )
a Corporation, )
)
Defendants. )

Upon Plaintiff's Motion for a dismissal with prejudice and without costs, and it appearing to the Court that this matter has been fully settled and compromised, and no appearance having been made by either of the Defendants, and the Court being otherwise fully advised of the premises;

NOW, THEREFORE, an Order is entered dismissing the action herein with prejudice and without costs.

Dated at Portland, Oregon this 16th day of June, 1980.

s/ Charles S. Crookham
Judge of the Circuit Court

WALL & WALL, P.C.
Suite 686, Lloyd 500 Building
500 N. E. Multnomah
Portland, Oregon 97232

WALL & WALL, P.C.
ATTORNEYS AT LAW
SUITE 686
LLOYD FIVE HUNDRED BUILDING
500 N. E. MULTNOMAH
PORTLAND, OREGON 97232
[illegible]

8696

5420

*files*

VICTOR ATIYEH
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 30 1980
NORMA PAULUS
SECRETARY OF STATE

April 28, 1980

IN REPLY REFER TO
FILE NO.: CON 5
8696

RECEIVED
APR 30 1980
NORMA PAULUS
SECRETARY OF STATE

Wall & Wall, P. C.
Attorneys at Law
500 N. E. Multnomah
Portland, OR 97232

Attention: Robert C. Wall

Gentlemen:

This is in reply to your letter of April 22, 1980, with attached Notice of Claim on behalf of United Pacific Insurance Company, assignee of Apex Construction, Inc. The claim is for labor, materials, equipment and damages for installation of concrete work and is against the bond on Contract No. 8696.

NOTED ON CARD
for Ken by gak 5-2-80

Contract No. 8696 was awarded to Riverbend Construction Company for work on S. W. 29th Street-Pendleton-John Day Highway Project in Pendleton.

The American Fidelity Fire Insurance Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY 2
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Riverbend Construction Co.
P. O. Box 16591
Portland, OR 97216

American Fidelity Fire Insurance Co.
% Dennis Gilbert
Northwest Bonding Agency
P O Box 1448
Beaverton, OR 97005

bc: Jack Sollis

Hon. Norma Paulus
P. S. Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

WALL & WALL, P. C.
ATTORNEYS AT LAW
SUITE 666
LLOYD FIVE HUNDRED BUILDING
500 N. E. MULTNOMAH
PORTLAND, OREGON 97232

ROBERT C. WALL
MITCHELL C. WALL
MARILYN M. WALL

TELEPHONE
(503) 238-0333

April 22, 1980

**CERTIFIED MAIL**
**RETURN RECEIPT REQUESTED**

Mrs. Norma Paulus
Secretary of State
State of Oregon
Salem, Oregon 97310

Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

RE: United Pacific Insurance Company, Assignee
of Apex Construction, Inc. - Notice of Bond Claim
Riverbend Construction Co.
Bond No. 04-646-2652498

Gentlemen and Mrs. Paulus:

Enclosed is a formal notice of bond claim against the bond of Riverbend Construction Co. in the above matter for filing.

Very truly yours,

WALL & WALL, P.C.

Robert C. Wall

RCW/ch
Enclosure
cc: Mr. Robert L. Miller
Mr. Robert H. Crick

RECEIVED
APR 24 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

# NOTICE OF CLAIM

TO: STATE OF OREGON TRANSPORTATION COMMISSION
State of Oregon Department of Highways
P.O. Box 459
Pendleton, OR 97801

RE: Description of Public Improvement:
State of Oregon FAU 3420
Oregon State Highway Contract No. 8696
Job P-567

NOTICE IS HEREBY GIVEN that the undersigned, United Pacific Insurance Company, assignee of Apex Construction, Inc., has a claim for labor, materials, equipment and damages for installation of concrete work by its assignor Apex Construction, Inc., in the sum of Eighteen Thousand Six Hundred Forty-Three and 94/100 ($18,643.94) Dollars against the bond taken from Riverbend Construction as principal and American Fidelity Fire Insurance Company as surety for the work of the Oregon State Highway Contract No. 8696, State of Oregon FAU 3420-Section 29th Street, Pendleton, John Day Highway.

UNITED PACIFIC INSURANCE COMPANY

By Gerald C Lyon
Title Gerald C. Lyon Asst. Secretary
728 St. Helens Avenue
Tacoma, Washington 98402

RECEIVED
APR 28 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I HEREBY CERTIFY THAT THE FOREGOING IS A TRUE COPY OF THE ORIGINAL THEREOF.
Robert C. Wall
Attorney For Apex Construction Inc

# NOTICE OF CLAIM

TO: STATE OF OREGON TRANSPORTATION COMMISSION
State of Oregon Department of Highways
P.O. Box 459
Pendleton, OR 97801

RE: Description of Public Improvement:
State of Oregon FAU 3420
Oregon State Highway Contract No. 8696
Job P-567

NOTICE IS HEREBY GIVEN that the undersigned, United Pacific Insurance Company, assignee of Apex Construction, Inc., has a claim for labor, materials, equipment and damages for installation of concrete work by its assignor Apex Construction, Inc., in the sum of Eighteen Thousand Six Hundred Forty-Three and 94/100 ($18,643.94) Dollars against the bond taken from Riverbend Construction as principal and American Fidelity Fire Insurance Company as surety for the work of the Oregon State Highway Contract No. 8696, State of Oregon FAU 3420-Section 29th Street, Pendleton, John Day Highway.

UNITED PACIFIC INSURANCE COMPANY

By Gerald C. Lyon

Title Gerald C. Lyon Asst. Secretary
728 St. Helens Avenue
Tacoma, Washington 98402

RECEIVED
APR 24 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8696

L

April 17, 1980

American Fidelity Fire Insurance Co.
% Dennis V. Gilbert
NW Bonding Agency
PO Box 1648
Beaverton, OR 97005

CON 5
#8696

Gentlemen:

Contract No. 8696 awarded to Riverbend Construction Company for work on the S. W. 29th Street-Pendleton-John Day Highway (Pendleton) Section of FAU 3420 in Umatilla County was completed on May 9, 1979, and accepted by the State Highway Division on April 15, 1980.

Final payment in the amount of $12,886.85 will be released to the contractor after April 22, 1980. The total contract amount is $259,912.38 including $1,092.17 for work performed under force account.

You have been advised previously of claims filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Riverbend Construction Co.
P. O. Box 16591
Portland, OR 97216

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

1696,

File

FISH, SCHULTZ & TOMBARI
ATTORNEYS AT LAW
617 PAULSEN BUILDING
SPOKANE, WASHINGTON 99201

JAMES A. FISH
STANLEY R. SCHULTZ
WILLIAM A. TOMBARI, JR.

TELEPHONE 509 455-8800

December 3, 1979

Riverbend Construction Company
P. O. Box 1233
Pendleton, OR 97801

Re: Oregon State Department of Transportation Contract No. 8696
Apex Construction Inc. v Riverbend Construction

Gentlemen:

As you know, the principals of Apex Construction Company met with Mr. George Switzer of Riverbend Construction in Spokane on October 19, 1979 and agreed on a final payment to Apex Construction Inc. of $9,164.80. This amount represented a considerable compromise by Apex Construction Company in order to get paid and close the contract. It has now been over one month since that time and Apex Construction Company has not received payment pursuant to that agreement.

This is to advise that I, along with our Oregon associate, intend to file suit against Riverbend Construction Company and American Fidelity Fire Insurance Company, the bonding company, within the next 10 days unless the above amount is paid.

As you know, Apex Construction Company has not been paid promptly since the beginning of this contract. Apex has had to fight for virtually every penny they received under the contract. We do understand that Riverbend Construction Company has had some problems with the contract, however, we feel that we have bent over backwards to help settle this matter out.

We hope to receive your check by return mail in order to prevent further legal expenses and costs for both parties.

Very truly yours,
FISH, SCHULTZ & TOMBARI

James A. Fish

JAF/mlg
cc: American Fidelity Fire Ins. Co.
Apex Construction Inc. - Spokane
Riverbend Construction Co. - Portland
Oregon State Dept. of Transportation
Mr. David R. Trachtenberg, atty.

RECEIVED
DEC 5 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DEC - 4 1979
HIGHWAY ACCOUNTING

NOTED
C. W. HEAD

#8696

1

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

In Reply Refer to
File No. CON 5 #8696

November 26, 1979

Riverbend Construction Company
Post Office Box 730
Umatilla, OR 97882

Attention: Mr. George M. Schweizer

Gentlemen:

Re: Time Extension Request
S.W. 29th-Pendleton/John Day Hwy.
Contract No. 8696

Your request for reconsideration of contract time allowed on the above project has been carefully reviewed. Based upon the data submitted by you and evaluations by Department and City Engineers, there does not appear to be valid reason to further extend contract time on this project.

Please contact Resident Engineer Ferguson if you wish to discuss this matter further and he will arrange a meeting with all parties in the Construction Branch in Salem.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
W. E. Schwartz
W. C. Ferguson - Bill - Meeting, if requested, should be attended by Region, Resident, City and PNB.

RECEIVED
STATE HWY ENGR
NOV 27'79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

Form 81-734-3030

RECEIVED
NOV 13 1979
CONSTRUCTION BRANCH

Keasey
Jackmund
Hopkins
Williams
Johnson
Glenn
Richards
Inloes
Widmer
Gebauer
Church

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
November 9, 1979

FILE:

SUBJECT: S.W. 29th - Pendleton/John Day Hwy.
Umatilla County
Contract No. 8696

Time Extension Request

FROM: R. D. Hector
Region Construction Engineer

TO: C. T. Keasey
Construction Engineer

ATTENTION: O. B. Jackmond

SALEM

This is the second contractor request for additional time for this project. Upon the first evaluation, the Division granted 14 days extra time for delays required by the change in alignment necessary to accommodate a city water line. There still remains 254 days of liquidated damages.

On September 11, 1979 a conference was called to discuss this subject. In attendance were contractor, City and Highway Division people. The contractor was advised that if he could bring to light other factors relevant to this matter, he should present his arguments.

That was done in his September 24, 1979 letter. A copy is attached. Subsequent to that, another meeting was held on October 23, 1979 with the contractor, State and City officials and Pacific Northwest Bell representatives. Three reports from that meeting have been prepared and are attached: one from the City; one from the Resident and one from the Region Utility Engineer.

I have reviewed the contractor's second request and also all of the evaluations and can offer the following additional comments:

For that period between September 22 and December 20 the contractor is asking 89 days. PNWB says that the work should have been done in 15 days. In my review of the work and the specs, particularly 105.06, I do not understand how any of that time can be granted under the specs.

For that period between December 20 and March 19 the contractor is asking 89 days because that is the time the project would be shut down because of winter conditions. It appears that if the contractor had pursued the work as he should have, he would not have had an uncompleted project at this time. This is of his own doing. I, therefore, cannot recommend time for this item.

I am handing you copies of letters to complete your file on this matter for your further evaluation and action.

RDH/vt
Enc.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
November 2, 1979

☐ RE ☐ RCE ☐ RME ☑ ROE
FILE:
☐ RFA NOV 02 1979 ☐
RECEIVED
REGION 5 OFFICE

FROM: Harlin Gerlach
Regional Utilities Engineer

SUBJECT: Time Extension Request
S.W. 29th, Pendleton/John Day Hwy
Umatilla County

TO: Robert D. Hector
Region 5 Construction Engineer

CONTRACT NO. 8696

LA GRANDE

Re: Riverbend Request for Time Extension

The claim for 28 days for the period between June and August 23, 1978 in my opinion is not valid. See 105.06 of our Standard Specifications which says the State shall not be held responsible for inaccuracies with regards to utilities shown on our plans.

The claim for 89 days for the period between September 22 to December 20, 1978 is only partially valid. The time extension for this period should be for the time it would normally take a contractor to do just the telephone work or 15 days.

Harlin Gerlach
HARLIN GERLACH
Regional Utilities Engineer

HG/crp

**THE CITY OF PENDLETON**

P. O. BOX 190
PENDLETON, OREGON 97801

October 26, 1979

☐ RE ☐ RCE ☐ RME ☑ ROE
☐ RFA OCT 29 1979 ☐
RECEIVED
REGION 5 OFFICE

Mr. W. E. Schwartz
Region Engineer
Oregon State Highway Division
P.O. Box 850
LaGrande, OR 97850

Re: Time Extension Request S. W. 29th - Pendleton John Day Highway:

Dear Mr. Schwartz:

I am in receipt of a copy of Mr. Ferguson's memo to you dated October 23, 1979. After attending the meeting October 23, 1979 with Riverbend, I cannot agree with Mr. Ferguson's very lenient recommendation that Riverbend Construction be given a 147 day contract extension on the subject project. The poor scheduling and construction practices on this project has not only caused the southwest area residents a great deal of inconvenience and hardship, but has also caused the City of Pendleton to incur extra Oregon State Highway Division Engineering costs along with staff costs in the Police Department for traffic control. The City and the State has taken a lot of poor publicity regarding this project and I can think of no reason why there should be leniency on liquidated damages. I feel that liquidated damages should be assessed according to the contract in an equal amount of the damages (or costs) incurred due to contract overruns.

The maximum time extensions I feel the contractor is entitled to are as follows:

| | | |
|---|---|---|
| 1. | May 25 to June 7 | 14 days |
| 2. | Phone Company work by Riverbend Const. | 15 days |
| 3. | Winter Shut Down | 89 days |
| | Total | 118 days |

I feel the other claims for extensions made by the contractor are totally unreasonable and unjustified. Had the contractor been forced to abide by the terms of the contract ie. keep S. W. Hailey open, this project would have, in all probability, taken much longer. It is my opinion that Riverbend Construction has not at any time proceeded on the subject project in an expeditious manner. This fact has caused considerable disruption in traffic patterns and has caused the city to incur extra costs. I, therefore, feel that the maximum contract time extension allowable should be 118 days.

Sincerely,

Gerald L. Odman
Public Works Director

GLO:mah
cc: Rudy R. Enbysk, C.M.
Bill Ferguson, OSHD

STATE OF OREGON

INTEROFFICE MEMO

Highway-Construction
DEPT.

TELEPHONE

TO: W. E. Schwartz
Region Engineer

DATE: October 23, 1979

FROM: W. C. Ferguson
Resident Engineer

☐ RE ☐ RCE ☐ RME ☑ ROD
☐ RFA OCT 25 1979 ☐
RECEIVED
REGION 5 OFFICE

SUBJECT: S. W. 29th-Pendleton-John Day Hwy.
Umatilla County
Contract No. 8696
Time Extension Request

A meeting was held in Pendleton at the Chamber of Commerce Conference Room regarding the request for an extension of time on the Hailey St. project.

Those present were George M. Schweizer and R. L. Banzer of Riverbend Construction, Harold Bullington and C. K. Kleman of Pacific Northwest Bell, Jerry Odman of the City of Pendleton, and Jack Ricker, Harlan Gerlach and W. C. Ferguson of the Highway Department.

We went through the contractor's last request dated September 24, 1979, and arrived at the following:

> The period May 25 to June 7 is a valid claim and has been granted on an earlier request.
>
> The period June 7 to August 2 the contractor has requested 28 days or 50% of the time. His claim for this time is based on the location of the existing water main which created difficulty in excavating for the new main.
>
> We determined that the gas company conflicts were adjusted prior to June 7.
>
> The excess excavation material which was removed from the project was done at the contractor's election. I personally recommended to Mr. Banzer at the time he started hauling from the project, that all fills on the project be completed prior to removal of any material. If any time extension is to be considered for this period it should be related to the water main installation. This was very slow, difficult work in a solid rock cut. It was not possible to maintain traffic through the section between 28th and 29th during this work. The contractor did not work on the project for 14 days during the last part of June. I do not feel that the 28 days is a justified claim. If I were to be very lenient, the most I could consider for this period would be 14 days.

The period of September 22 to December 20, a request was made for 89 days due to the installation of telephone ducts and vaults. This work was not planned as part of the project. It was contemplated by the phone company in 1977, but was not finalized until this project was under way. The phone company negotiated a lump sum price with Riverbend for installation of their ducts and vaults. They elected to have Riverbend do this work in order to create the least disruption or delay to the project. The phone company estimated that normally this amount of work would be performed within 30 days. Neither the phone company or Riverbend had any record of how long was actually taken to do the work. The amount of delay to the project as a result of this work is very difficult to determine the most the would be possible would be 30 days and probably should be something less. During the period work was performed on the project.

The period of December 20 to March 19, the contractor has requested 89 days. This is in a period when under normal conditions a shut down order would be considered. There was no shut down order issued on this project as it was the lack of progress on the part of the contractor that prolonged this project into the winter season. I am not aware of the considerations made to projects other than my own in regard to winter shut downs. I do know that I shut down two jobs during this period. To be fair and equitable, I suppose this request is valid.

The period of March 19 to May 9, the contractor requested 48 days. there is no sound logic to this request and it should be denied.

By using all of the consideration I can possibly muster, the most time extension I can recommend would be 147 days, of which 14 has been granted previously.

WC Ferguson
W. C. Ferguson
Resident Engineer

WCF:ljc
cc:file
City of Pendleton
Region Utility Engineer

RIVERBEND CONSTRUCTION CO.

P. O. Box 730
Umatilla, OR 97882

RECEIVED
SEP 24 1979
RESIDENT ENGINEER
RE ☐ — ARE ☑

September 24, 1979
Re: Contract 8696

Oregon State Highway Division
P. O. Box 459
Pendleton, Oregon 97801

Attention: Mr. W. C. Ferguson, Resident Engineer

Gentlemen:

Reference is made to our meeting in your office on September 11, 1979 in regard to extention of contract time on referenced project. Most of the delays on referenced project were utility relocation caused, of which the contractor had no control. The confinement of work and the short construction schedule made it extremely important that the utilities, such as, Pacific Northwest Bell Telephone, the Power Company, TV Cable and the City of Pendleton expidite their work as it was all in conflict with the contract work. This was all brought to the State of Oregon and the Utility Companies attention at the Pre-construction conference.

The following is a detailed report to attempt to show the effects to the contract work by reason of long delays in the utilities getting their systems relocated and also how these delays forced the contract into the winter months when it was impossible to complete the concrete and asphalt paving work.

May 25 to June 7—14 days

> This delay was caused because the city water main was within the excavation limits of Station 76-82. Redesigning was necessary to accomodate the water line. Cascade Natural Gas was in conflict with the fill area of Station 64-67 which virtually stopped work on the entire project.

June 7 to August 2—28 days

> During this period work was accomplished on the water line installation only. As explained in the letter dated May 20, 1979, since the water line location as shown on the plans was in error and the various utilities on the project were not relocated out of the fill areas, work could only be performed on the water line relocation. This work is estimated at 50% of the production that could have been accomplished if the areas occupied by the utilities had been available to us to work in. The estimated excess of excavated

material on the project had been removed from the job prior to this period which dictated that all excavated material on the project was needed to construct the fill sections. No other grading work could be done due to the conflicts and no other items could be worked on until the roadway grading work was finished. Storm sewers that could be installed were put in, the remainder of the drainage work required was also in conflict with either the utilities or water main work.

September 22 to December 20—89 days

During this period Pacific Northwest Bell Telephone Co. installed 5,350 lineal feet of telephone ducts, three vaults between Station 61 to Station 76. These lines are located under the sidewalk area 22 feet right of centerline. The construction vehicles and excavated material occupied approximately (8) eight feet of the roadway which left (14) fourteen feet for the traveling public to use plus the area to the left of centerline. Curb and sidewalk work could not be done on the left side during this time because the equipment would have occupied all of the roadway or (22) twenty-two feet. This would have left the (14) fourteen feet on the right side adjacent to the telephone work open for (2) two way trafic which is not enough clearance to accomodate two way trafic. In order to place the aggregate base material it is necessary to have the curb and gutter section in place. As explained above it was near impossible to do any of the work within the roadway section until the telephone co. work was completed, therefore, all of this time was lost.

December 20 to March 19—89 days

This period covers the winter months. Work remaining to be done was concrete curb and sidewalk, plant mix aggregate base material, asphaltic concrete paving and signing. As everone knows this was a severe low tempature winter, work had been done on the concrete walls up to this date, this work was protected by constructing covers over the work areas and heated to prevent the concrete from freezing, but this method of protection would not be economical to protect the curb and side walk work. Frost penetration was monitored throughout the early spring so work could proceed at the earliest possible date.

March 19 to May 9, 1979—48 days

The project was completed on May 9, 1979. Work started on March 19, 1979, after the frost had left the ground allowing work to proceed on pouring concrete curb and side walks. The project would have been completed within the limiting number of days allowed under the contract without the delays as shown above. The total number of days charged against the project that was in conflict with utilities or production restrictions is (268) two hundred sixty-eight, the (125) one hundred twenty-five days allowed under the contract is in addition to the above days or (393) three hundred ninety-three total.

A verbal request was made by the superintendent at conclusion of the wall concrete work to have the calender day count suspended but received a negative reply form Mr. Ricker so a formal request was never submitted.

The limiting (125) one hundred twenty-five days allowed under the contract was sufficient time to construct this project under normal conditions. All of the above conflicts are not normal as as far as length of time it required to adjust the construction to accomodate the conflicts. As shown in letter dated May 20, 1979 the entire project schedule and sequence of construction had to be adjusted to work around the obsticals to complete the project in a reasonable length of time.

We feel the contractor applied the limited pressure he could on the utility companies in an attempt to get them out of the way of the construction and for this reason did everything he could to complete the work in a reasonable length of time.

We are looking forward to meeting with you again in an attempt to resolve this issue as quickly as possible.

Very truly yours,

RIVERBEND CONSTRUCTION CO.

George M. Schweizer

George M. Schweizer
General Manager

GMS:RMB

9385 #

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 1 1979
CON 5
8696
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

RECEIVED
OCT 1 1979
NORMA PAULUS
SECRETARY OF STATE

September 28, 1979

Coral Sign Company
P.O. Box 850
Canby, OR 97013

Attention: Lawrence H. Arnold
President

Gentlemen:

This will acknowledge your letter of September 21, 1979, advising us that Riverbend Construction owes you $1,349.58 for signs and posts.

You state this is in reference to the Riverbend Construction Company Contract No. 8696, S. W. 29th Street-Pendleton-John Day Highway (Pendleton) Section in Umatilla County.

The American Fidelity Fire Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of your claim letter and we will also file it with the Secretary of State.

This contract has not yet been accepted by the State Highway Engineer.

Please let us know when this claim has been satisfied.

Sincerely,

C. W. Head

C. W. Head
COMMISSION SERVICES

RECEIVED
OCT 3 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn

cc Riverbend Construction Co.
American Fidelity Fire Insurance Co. (Dennis Gilbert)

Hon. Norma Paulus - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

HEAD

NEW ADDRESS
29905 S. BARLOW RD.
P. O. BOX 850
CANBY, OREGON 97013
TELEPHONE (503) 651-2142

**Coral Sign Company**

P. O. BOX 248
GLADSTONE, OREGON 97027

September 21, 1979

Oregon State Highway Division
121 Transportation Bldg.
Salem, OR 97310

Attn: Cecil Head

Gentlemen:

Notice hereby is given that the undersigned, Coral Sign Co., an Oregon Corporation, has a claim for signs and posts on Oregon State Highway Division Contract No. 8696, S.W. 29th St. - Pendleton/John Day Highway in the sum of one thousand three hundred forty nine and 58/hundredth dollars ($1,349.58) against the bond taken from Riverbend Construction and American Fidelity Fire Insurance Co., P.O. Box 1448, Beaverton, OR 97005 for the Grading, Paving, and Signing on Oregon State Highway Division Contract No. 8696, S.W. 29th St. - Pendleton/John Day Highway (Pendleton) Section in Umatilla County.

Sincerely,

CORAL SIGN CO.

Lawrence H. Arnold

Lawrence H. Arnold
President

LA:11

cc: Riverbend Construction
American Fidelity Fire Insurance Co.

RECEIVED
SEP 24 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8696

CON 5
#8696

September 28, 1979

Coral Sales Company
P. O. Box 248
Gladstone, OR 97027

Attention: Douglas P. Daniels
President

Gentlemen:

This will acknowledge receipt of your claim letter of September 21, 1979, stating that Riverbend Construction Company owes you for guardrail, posts and end pieces in the amount of $335.22.

As stated in your letter, this is in reference to Riverbend Construction Co., Contract No. 8696, S. W. 29th Street-Pendleton-John Day Highway Section in Umatilla County.

The American Fidelity Fire Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we are filing it with the Secretary of State.

This contract was completed on May 9, 1979, but has not yet been accepted by the State.

Please advise this office when this claim has been satisfied.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:fkn
cc Riverbend Construction Co.
American Fidelity Fire Insurance Co. (Dennis Gilbert)

Hon. Norma Paulus - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
9/28/79

**Coral Sales Company**

P. O. BOX 248
GLADSTONE, OREGON 97027

September 21, 1979

OREGON STATE HIGHWAY DIVISION
121 Transportation Building
Salem, Oregon 97310

Attention: Mr. Cecil Head

Gentlemen:

Notice hereby is given that the undersigned, Coral Sales Company, an Oregon Corporation, has a claim for guardrail, posts and end pieces on Oregon State Highway Division Contract #8696, S. W. 29th Street, Pendleton/John Day Highway in the sum of three hundred thirty five and 22/hundredth dollars ($335.22) against the bond taken from Riverbend Construction and American Fidelity Fire Insurance Company, P. O. Box 1448, Beaverton, Oregon 97005 for the grading, paving and signing on Oregon State Highway Division Contract #8696, S. W. 29th Street, Pendleton/John Day Highway (Pendleton) Section in Umatilla County.

CORAL SALES COMPANY

Douglas P. Daniels, P.E.
President

DPD:blb

cc: Riverbend Construction
American Fidelity Fire Insurance Co.

RECEIVED
SEP 24 1979
COMMISSIONERS
DEPARTMENT OF TRANSPORTATION

file

Pendleton

Road Design Section 378-6558

September 14, 1979

W. C. Ferguson
Resident Engineer

Fred Eriksen
Design Engineer Supervisor

SW 29th St-Pendleton/John Day Highway
(Pendleton) Section
FAU 3420 (SW Hailey Ave)
Umatilla County

The "as constructed narrative report" for the project was interesting. It was unfortunate the work progressed so slowly and made the completion of project nearly nine months late. It sure raises cain with engineering costs, too.

I also noted the problem of restricted work area at the retaining wall. The 2-foot width back of the wall, which had to include forms, was inadequate and an easement should have been provided.

FE:ab
cc: W. E. Schwartz

Pendleton/Umatilla

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: Carroll T. Keasey
Construction Engineer

DATE: Sept. 14, 1979

FROM: W.C. Ferguson
Resident Engineer

SUBJECT: S.W. 29th St.-Pendleton/John Day Highway
Umatilla County Contract No. 8696
(Hailey Ave.)

Narrative Report Addendum.
( Traffic Control)

The signing on this Project was done in accordance with the Plans, Specifications and Special Provisions.

Barricades, Traffic Cones and flagmen were used in controlling the Traffic.

When work got underway on the 16" Water Main installation on Hailey Ave. between 28th & 29th streets it became evident that there was not room enough to maintain traffic through this work area. As a result of this that portion of Hailey Ave. was closed to Traffic until such a time that the Water Line was completed.

Traffic was controlled during the Paving Operations by flagmen and traffic Cones.

Throughout this Project, traffic control was satisfactory.

W.C. Ferguson
Resident Engineer

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SEP 18 1979
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RECEIVED
SEP 17 1979
CONSTRUCTION BRANCH
Keasey
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Glenn
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Widmer
Gebauer
Church

81-125-1387

8196

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
SEP 12 '79
REFER TO
FOR
| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

DATE: August 8, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-3420(1)

Contract 8696, Work Completed May 9, 1979

Project SW 29th St.-Pendleton/John Day Hwy. (Pendleton)

Highway FAU 3420

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 23, 1979

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
W. E. Schwartz
R. D. Church

RECEIVED
SEP 11 1979
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
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FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 31, 1979

FILE: CON 5 #8696

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: Memo to File

SUBJECT: Time Extension Request
S.W. 29th-Pendleton/John Day Hwy.
Umatilla County
Contract No. 8696

Riverbend Construction Company, contractor on the above project, has requested a time extension of 268 calendar days. Significant contract times and dates are as follows:

| | |
|---|---|
| Contract awarded | March 14, 1978 |
| Completion time specified | 125 calendar days |
| Time count started | April 12, 1978 |
| Work started | May 23, 1978 |
| Work completed | May 9, 1979 |
| Excess time used | 268 calendar days |
| Liquidated damages | $26,800.00 |

The contractor claims additional time due to five delay items. These are:

1. Redesign to accommodate water line, 14 calendar days.
2. Utility relocation, 28 calendar days.
3. Underground telephone installation, 89 calendar days.
4. Winter weather, 89 calendar days.
5. Time to finish project after winter shutdown, 48 calendar days.

These claimed delay items are evaluated as follows:

Item 1. The contractor claims a delay from May 25 to June 7 due to project redesign necessary to accommodate a city water line. The contractor's claim is correct. The time from May 25 to June 7 was basically lost due to a line revision which was found necessary to clear a city water main. These 14 calendar days should be returned to the contractor.

Item 2. The contractor states that the water line location shown on the plan was in error and utilities had not been relocated in fill areas. As a result, he claims that his operation was reduced to 50% production during the period from June 7 to August 2.
The claimed conflicts did not delay the project work. The lack of progress during this time period was controlled by the contractor. No additional time should be granted for this item.

Item 3. A delay from September 22 to December 20, 89 calendar days, is claimed due to telephone facility relocation under the sidewalk area on the right side of centerline. This is not a valid item. The telephone relocation work was not a part of this project, nor was it required by this project. The telephone company had been planning for several years to replace their overhead lines in this area with an underground system. The telephone company elected to have this work done during the course of the roadway work being done under our contract (which was not a bad idea in itself). However, the contractor on our project elected to enter into a contract with the telephone company to also perform their work. The result was that the contractor neglected the work under our contract in favor of the telephone company work. The only limiting factor on his production was the contractor's lack of sufficient labor and equipment. No additional time should be granted for this item.

Items 4 and 5 The contractor claims that he should not be charged time during the winter season when the remaining contract work could not be done. He also claims that the time required to complete the project after the winter season should be returned. The reason for both of these items is claimed to be the downstream impact of the delays claimed under items 1, 2 and 3.

As previously stated, the delays under items 2 and 3 were controlled by the contractor. Therefore, the delays claimed under items 4 and 5 are of the contractor's own making and are not valid reasons for an extension of contract time. No additional time should be granted for items 4 and 5.

The contractor simply did not provide sufficient labor and equipment to complete this project in a timely fashion. The results of this excessive time used to complete the work have not been good. Many complaints were received from the public, the public was deprived the use of this improvement for an extended time, and the contractor has been assessed a large sum as liquidated damages.

This is a Federal Aid project and FHWA concurrence is not required.

OBJ:fr

cc: H. S. Coulter /
W. E. Schwartz
William Ferguson
FHWA (Dave Carter)

RECEIVED
STATE HWY ENGR
AUG 1'79
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Vic Atiyeh

July 31, 1979

Riverbend Construction Company
Post Office Box 1233
Pendleton, OR 97801

Gentlemen:

Time Extension Request
S.W. 29th-Pendleton/John Day Hwy.
Contract No. 8696

Your request for additional contract time on the above project has been carefully evaluated. A time extension of 14 calendar days is granted due to delays required by the change in alignment necessary to accommodate a city water line. The remaining delays claimed were found to be under your control and are not valid reasons for additional contract time. There remains 254 days of liquidated damages under this contract.

The slow progress on this project and the resulting late completion is very disturbing. I'm sure that you can understand the various impacts of late project completion and will take the appropriate action on future projects.

Should you desire to review this matter, please contact the Resident Engineer.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
W. E. Schwartz
William Ferguson
FHWA

Form 81-734-3122 (Rev 7-77)

8696 ~~5358~~

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 18 1979
NORMA PAULUS
SECRETARY OF STATE

June 8, 1979

Fish, Schultz & Tombari
Attorneys at Law
617 Paulsen Building
Spokane, WA 99201

RECEIVED
JUN 18 1979
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

We have received a Notice of Claim and a Notice of Unpaid Claim on behalf of Apex Construction, Inc., dba Robert & James Crick Co., indicating that Riverbend Construction Co. owes them $39,579.08 for labor, equipment and materials, and installation of concrete works.

From the description given in the Notices, this appears to be in connection with the Riverbend Construction Co. Contract No. 8696, S.W. 29th Street-Pendleton-John Day Highway Section in Umatilla County.

The American Fidelity Fire Insurance Co. furnished the bond on this contract. We will advise them of the receipt of your client's claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

NOTED ON C
6-12-79
dda

Sincerely,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

RECEIVED
JUN 12 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:dda

cc American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Riverbend Construction Co.
P. O. Box 16591
Portland, OR 97216

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

## NOTICE OF CLAIM

(Oregon Public Works)

TO: Secretary of State
(Name of public officer or body)
Address: State of Oregon
Salem, Oregon 97300

NOTICE IS HEREBY GIVEN That the undersigned Apex Construction, Inc., d/b/a Robert & James Crick Co. has a claim for labor, equipment and materials and installation of concrete works
(Description of labor performed or material furnished)
by Apex Construction, Inc., d/b/a Robert & James Crick Co.
(Name of claimant, unless claim assigned, in which case name of person who performed labor or furnished material)
in the sum of Thirty Nine Thousand Five Hundred Seventy Nine and 08/100 Dollars ($ 39,579.08) against the bond taken from Riverbend Construction Co. as principal and American Fidelity Fire Insurance Co. as surety or sureties for the work of Oregon State Highway Contract No. 8696, S.W. 29th Street, Pendleton - John Day Highway.
(Description of the public work concerning which the bond was taken)

Name of claimant Apex Construction, Inc. d/b/a Robert & James Crick Co.
By X
Title Vice President
Address P.O. Box 306
Parkwater Station
Spokane, WA 99211

RECEIVED
JUN - 6 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(Note: Either deliver in person and obtain receipt, or send by registered mail with return receipt requested.)

## NOTICE OF UNPAID CLAIM

(Oregon Public Works)

TO: Department of Transportation
(Name of public body)
Transportation Building
(Address)
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of Thirty Nine Thousand Five hundred Seventy Nine and 08/100 Dollars ($39,579.08) against the bond posted by Riverbend Construction Co. (Name and address of contractor or subcontractor) as principal, and American Fidelity Fire Insurance Co. (Name of bonding company) as surety, for labor, equipment, materials and installation of concrete works on Oregon State Highway Contract No. 8696, S.W. 29th St., Pendleton, John Day Highway (Brief description of labor, services and/or materials on which claim based) and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Dated this 1st day of June, 19 79.

Name of Claimant firm Apex Construction, Inc., d/b/a Robert & James Crick Co.
Address P.O. Box 306
Parkwater Station, Spokane, WA 99211
Signature of owner or officer X
Title Vice President

RECEIVED
JUN - 6 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form No. OR-5 (8-69)

8696

Final Report No. 57

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

## [illegible] ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

| | | |
|---|---|---|
| SECTION: SW 29th ST.- PENDLETON/ JOHN DAY HWY. (PENDLETON) | | WEEK ENDING: May 19, 1979<br>SECTION PREFIX: 330-1051 |
| HIGHWAY: FAU 3420 | | COUNTY: Umatilla |
| NAME OF JOB: HAILEY ST. (PENDLETON) | KIND OF WORK: GRADE, PAVE, AND SIGN | |
| CONTRACTOR: [illegible]verbend Construction Co. | CONTRACT NUMBER: 8696 | FEDERAL AID PROJECT NUMBER: M-3420 (1 |
| DATE OF CONTRACT: 14 March 1978 | DATE WORK STARTED: May 23, 1978 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION: 2 | SPECIFIED WORK DAYS:<br>SPECIFIED CALENDAR DAYS 125 | WORK DAYS USED:<br>CALENDAR DAYS USED 393 |
| PROJECT AUTHORIZATION: $319,461.64 | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 314% |
| EXCLUSIVE OF ENGINEERING: $294,129.88 | ENGINEERING AUTHORIZATION $25,331.76 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ | ENGINEERING COST TO DATE $33,794.34 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100% |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN ____% | PERCENT OF AUTHORIZATION 133 % | DATE PROJECT WAS COMPLETED: May 9, 1979 |

### ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | 100% | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.36 | 0.36 | | | 0.36 |
| MILES PARTIALLY COMPLETED | 0.36 | 0.36 | | | 0.36 |
| MILES COMPLETED | 0.36 | 0.36 | | | 0.36 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 7,618 CY | 7,850 Ton | | | 1,950 Ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 6,000 CY | 8,748 Ton | | | 1,931 Ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 6,000 CY | 8,748 Ton | | | 1,931 Ton |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY 1 | | | | | |
| HOURS PER SHIFT 8 | | | | | |

EQUIPMENT USED DURING THE WEEK:

1 truck, 1 loader

### ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 13 | | 0 | | |
| MONDAY 14 | Clear & warm | 0 | | |
| TUESDAY 15 | Ptly cldy mild | 0 | | |
| WEDNESDAY 16 | Clear & warm | 0 | | |
| THURSDAY 17 | Clear & warm | 0 | | |
| FRIDAY 18 | Ptly cldy warm | 0 | | |
| SATURDAY 19 | | 0 | | |

RECEIVED
MAY 21 1979
CONSTRUCTION BRANCH

Keasey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 13 | No Activity |
| MONDAY 14 | Contractor and subcontractor cleaning up |
| TUESDAY 15 | Contractor and subcontractor cleaning up |
| WEDNESDAY 16 | Contractor and subcontractor cleaning up |
| THURSDAY 17 | Contractor and subcontractor cleaning up |
| FRIDAY 18 | Contractor and subcontractor cleaning up |
| SATURDAY 19 | No Activity |

## REMARKS

Riverbend on project cleaning up along walks and slopes. Apex on project finishing along walls and sidewalks.

SIGNED WCFergu LOCATION Pendleton
W. C. Ferguson, Res. Eng.

[illegible] SIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8696.

8

February 12, 1979

Riverbend Construction Co.
P. O. Box 16591
Portland, OR 97216

Gentlemen:

Thank you for your letter of February 2, 1979, with attached Release from Apex Construction, Inc.

Our records indicate that this is in connection with the claim filed by Apex Construction, Inc., in December 1978 in the amount of $58,047.49 involving Contract No. 8696 in Umatilla County.

This information is being noted in our records and we will advise all interested parties.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Mr. James A. Fish
Fish, Schultz & Tombari
Attorneys at Law
617 Paulsen Building
Spokane, WA 99201

Apex Construction, Inc., dba
Robert & James Crick Company
P. O. Box 11309, Parkwater Station
Spokane, WA 99211

2-12-79
noted on
card

**RIVERBEND CONSTRUCTION CO.**
P. O. BOX 16591
PORTLAND, OREGON 97216
503/254-5510

February 2, 1979

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: C. W. Head
Commission Services

Re: The State of Oregon FAU3420
Oregon State Highway Contract No. 8696
Job P-567

Dear Mr. Head:

Reference is made to the attached two letters concerning Riverbend Construction Company's failure to pay Apex Construction, Inc. for work performed on the above referenced project.

This is to advise that Apex Construction, Inc. has been satisfied and a release is submitted herewith signed by Apex Construction, Inc. If there should be any further questions relative to this claim, please contact the writer.

Very truly yours,

RIVERBEND CONSTRUCTION CO.

Norman N. Glenn

NNG/slh
7-33
Encl.
cc: American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, Oregon 97005

RECEIVED
FEB 6 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

# RELEASE

The undersigned, for valuable consideration the receipt and sufficiency of which is hereby acknowledged, releases Riverbend Construction Co. and American Fidelity Insurance Company for Claim dated December 28, 1978, filed by the undersigned with the State of Oregon Department of Transportation.

This release shall not be construed as a waiver by the undersigned to claim, at some future date, the following items and amounts listed which where the subject of the aforementioned claim:

1) $3,689.70 for concrete in wall (disputed quantity);
2) $2,469.93 for extra work (disputed)

Signed: Robert H. Crick, Sr
Apex Construction, Inc. d/b/a
Robert & James Crick Company
by Robert H. Crick, Pres.

RECEIVED
FEB 6 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5315

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 10 1979
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
JAN 10 1979
NORMA PAULUS
SECRETARY OF STATE

January 9, 1979

Mr. James A. Fish
Fish, Schultz & Tombari
Attorneys at Law
617 Paulsen Building
Spokane, WA 99201

Dear Mr. Fish:

This will acknowledge receipt of your letter of December 28 with attached Notice of Claim on behalf of Apex Construction, Inc., advising that Riverbend Construction owes them $58,047.49 for labor, materials and equipment for installation of concrete.

This appears to be in reference to the Riverbend Construction Co. Contract No. 8696, S.W. 29th Street-Pendleton-John Day Highway (Pendleton) Section in Umatilla County.

NOTED ON
1-11-79
dda

The American Fidelity Fire Insurance Co. furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

NOTED
C. W. HEAD

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
JAN 11 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:dda

cc American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Riverbend Construction Co.
P. O. Box 16591
Portland, OR 97216

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FISH, SCHULTZ & TOMBARI
ATTORNEYS AT LAW
617 PAULSEN BUILDING
SPOKANE, WASHINGTON 99201

JAMES A. FISH
STANLEY R. SCHULTZ
WILLIAM A. TOMBARI, JR.

TELEPHONE 509 456-8890

December 28, 1978

State of Oregon Transportation
Commission
Salem, Oregon 97300

Re: The State of Oregon FAU3420
Oregon State Highway Contract No. 8696
Job P-567

Gentlemen:

Enclosed please find a Notice of Claim of Apex Construction, Inc. for work performed on the above referenced project.

Very truly yours,

FISH, SCHULTZ & TOMBARI

James A. Fish

JAF:bn
Enclosure
cc: State of Oregon Transportation
Pendleton
Northwest Bonding Agency
Apex Construction

RECEIVED
JAN 3 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

## NOTICE OF CLAIM

(Oregon Public Works

TO: State of Oregon Transportation Commission
(Name of public officer or body)

Address:
Salem, Oregon

Re: The State of Oregon FAU3420
Oregon State Highway Contract No. 8696
Job P-567

NOTICE IS HEREBY GIVEN That the undersigned Apex Construction, Inc. has a claim for labor materials and equipment for installation of concrete
(Description of labor performed or material furnished)
work by Apex Construction, Inc.
(Name of claimant, unless claim assigned, in which case name of person who performed labor or furnished material)
in the sum of ______ Dollars ($58,047.49) against the bond taken from Riverbend Construction as principal and American Fidelity Fire Insurance Co. as surety or sureties for the work of Oregon State Highway Contract No. 8696
State of Oregon FAU3420 - Section - 29th Street, Pendleton/John Day Highway
(Description of the public work concerning which the bond was taken)

Name of claimant Apex Construction, Inc.
By Robert H Crook Jr
Title Pres
Address P.O. Box 11309 Parkwater Stati
Spokane, WA 99211

RECEIVED
JAN 3 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(Note: Either deliver in person and obtain receipt, or send by registered mail with return receipt requested.)

Form No. OR-7 (8-69)

## NOTICE OF UNPAID CLAIM

(Oregon Public Works)

TO: State of Oregon Transportation Commission
(Name of public body)

(Address)

Salem, Oregon

Re: The State of Oregon FAU3420
Oregon State Highway Contract No. 8696
Job P-567

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of ______ Dollars ($58,047.49) against the bond posted by Riverbend Construction Company (Name and address of contractor or subcontractor) as principal, and American Fidelity Fire Insurance Co. (Name of bonding company) as surety, for the concrete work on Oregon State Highway Contract 8696 including Items No.'s 15, 16 and 19 through 25 (Brief description of labor, services and/or materials on which claim based) and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Dated this 26 day of December, 1978.

Signature ~~Name~~ of Claimant firm x Robert H. [illegible] Sr

Address P.O. Box 11309 Parkwater Station
Spokane Wa. 99211

~~Signature~~ Name of Claimant ~~of owner or officer~~ Apex Construction Inc.

Title President.

RECEIVED
JAN 2 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form No. OR-5 (8-69)

#8696

STATE COPY

cc: State (H. S. Coulter)

1-4-79

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

## INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>1-4-79 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>M-3420(1) |

IN COMPANY WITH
Bill Ferguson, Resident Engineer

LOCATION
S.W. Hailey Avenue between S.W. 29th St. and the Pendleton/John Day Highway in the City of Pendleton, Oregon

CONTRACTOR NAME AND ADDRESS
Riverbend Construction Co., P. O. Box 16591,
Portland, OR 97216

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>3-14-78 | CONTRACT AMOUNT<br>$279,924.00 | TIME ALLOWED<br>125 calendar days | TIME STARTED<br>4-12-78 | WORK STARTED<br>5-23-78 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Unsatisfactory | TIME ELAPSED<br>216% | WORK COMPLETED<br>50% | |

RECEIVED
STATE HWY ENG
JAN 26 '79
REFER TO C Rasey
FOR
File
Act
Sign
D/R
R/D
Inves
Info

REMARKS

### S.W. 29th ST. - PENDLETON/JOHN DAY HWY. SECTION
### FAU 3420 - HAILEY AVENUE
### UMATILLA COUNTY
### Grading, Paving, and Signing

This project provides for the reconstruction of S.W. Hailey Avenue between the above limits. The work also includes the modification of the intersection of S.W. Hailey with the Pendleton/John Day Highway. The modification involves moving the intersection northerly so the street will line up with the Tutuilla Creek Road. A traffic signal is being installed at this intersection under another project.

**Work Completed**
The contractor has completed most of the grading. Approximately 2/3 of the base material has been placed. Most of the curbing work has been completed.

**Work in Progress**
None.

**Comments**
The progress of the work has been listed as unsatisfactory as more than twice the contract time has elapsed and the work is only approximately 50 percent complete. Discussion with the Resident Engineer indicates some additional time may be due the contractor, however, the majority of the time overrun appears to be the result of the lack of a timely work effort on the part of the contractor.

Form FHWA-1446 (12-73) Formerly PR-33 A    Previous Editions of PR-33A will Not Be Used.

#8696 5

January 3, 1979

Fish, Schultz & Tombari
Attorneys at Law
617 Paulsen Building
Spokane, Washington 99201

Attention: James A. Fish

Gentlemen:

In response to your Application and Affidavit for Copy of Contract and Bond concerning Contract No. 8696 for work on S. W. 29th Street-Pendleton-John Day Highway (Pendleton) Section of FAU 3420, we are enclosing a copy of that contract with Riverbend Construction Company.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att. (certified copy of Contract 8696)

## APPLICATION AND AFFIDAVIT FOR COPY OF CONTRACT AND BOND

(Oregon Public Works)

TO: State of Oregon Transportation Commission
(Name of public officer or body)

Address:
Salem, Oregon

Description of public improvement: Oregon State Highway Contract No. 8696 The State of Oregon FAU3420 - Section: 29th Street, Pendleton/ John Day Highway

Pursuant to O.R.S. 279.512 and 279.515, the undersigned hereby applies for a certified copy of the contract and bond for and in connection with the public improvement described above, and furnishes affidavit which is attached hereto.

Applicant Robert H. Crick Sr
Address P.O. Box 11309 Parkwater Sta.
Spokane, WA 99211

STATE OF ~~OREGON~~ WASHINGTON
County of SPOKANE } ss.

Robert H. Crick, Sr., being first duly sworn, says: I am the President applicant named in the foregoing application; that the applicant has supplied labor (materials) for the prosecution of the work involved in the construction, alteration or repair of the public improvement mentioned in the application; that the applicant has a claim or account for the performance of such labor (furnishing of such material) which has not been paid.

Robert H. Crick Sr

SUBSCRIBED AND SWORN to before me this 26 day of December, 1978.

James G. Fisk
NOTARY PUBLIC FOR ~~OREGON~~. WASHINGTON
My Commission expires Oct. 1, 1979

RECEIVED
JAN 2 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form No. OR-6 (8-69)

1978 SW 29th St.-Pendleton-John 869
Day Hwy. (Pendleton) Sec. on
SW Hailey St. (Grade, pave & sign) #1

C+A 5663 6-1-76

8696.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1978

Riverbend Construction Co.
P. O. Box 16591
Portland, OR 97216

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8696 for work on the S.W. 29th Street-Pendleton-John Day Highway (Pendleton) Section of FAU 3420 in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinns
Wendell Schwartz
Wm. C. Ferguson

From: **NORTHWEST BO DING Agency**
P.O. Box 1448
9670 S.W. Beaverton-Hillsdale Hwy.
Beaverton, OR 97005
503/643-8461

Rec er: Retain white copy for Records
Return: Yellow copy to sender

Attn:

Date: 5-4-78

Subject: Riverbend Construction Co.
American Fidelity Fire Ins Co.
Bond No. 04-646-2652498
Department of Transportation
Contract No. 8696

To: Department of Commerce
Insurance Division
Commerce Building
Salem, Oregon 97310

**MESSAGE**

Enclosed is our check for $3.00 for filing the enclosed power of attorney. I have enclosed an original and one copy. Please file the copy for your records and forward the original to:

C.W. Head
Commission Services
Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

Thank you for your assistance.

Please Reply To

By Dennis W. Gilbert

RECEIVED
MAY 10 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**REPLY**

By

**RIVERBEND CONSTRUCTION CO.**
P. O. BOX 16591
PORTLAND, OREGON 97216
503/254-5510

April 26, 1978

Department of Transportation
Room 121
Transportation Building
Salem, Oregon 97310

Attention: Mr. C. W. Head

Dear Mr. Head:

Returned herewith are two copies of Contract No. 8696. The contract and performance bond have been signed by the Assistant Secretary of Riverbend Construction Co., Mr. Robert Leedy. Also enclosed is power of attorney from American Fidelity Fire Insurance Co. which indicates Mr. Dennis limits have been increased to $280,000.00.

We trust these documents are now in order and we request your approval. If further information is needed, please advise.

Very truly yours,

RIVERBEND CONSTRUCTION CO.

George M. Schweizer

George M. Schweizer
President

GMS:cf

9-16

Enclosures

RECEIVED
APR 27 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

From: **NORTHWEST BO ING Agency**
P.O. Box 1448
9670 S.W. Beaverton-Hillsdale Hwy.
Beaverton, OR 97005
503/643-8461

Rec er: Retain white copy for Records
Return: Yellow copy to sender

Attn:

Date: 4-21-78

Subject: Pendleton/John Day Hwy. - $279,924.00
Bond No. 04-646-2652498

To:
Riverbend Construction Co.
P.O. Box 16591
Portland, Oregon 97216

MESSAGE

Attached please find formal power of attorney to be attached to the above-mentioned bond.

Thank you.

Please Reply To
By
Bond Dept.

REPLY

By

AMERICAN FIDELITY FIRE INSURANCE COMPANY
WOODBURY, NEW YORK

## POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the American Fidelity Fire Insurance Company, a Corporation in the State of New York, having its principal office in Woodbury, State of New York, pursuant to the following resolution, adopted by the Board of Directors of the said Company on the 18th day of February, 1969, to wit:

"The President, or any Vice-President, or other officer designated by the Board or Executive Committee shall have authority, severally, to make execute and deliver a power of attorney constituting as Attorney-in-Fact such persons, firms or corporations as such officer may select from time to time."

does hereby make, constitute and appoint DENNIS GILBERT of BEAVERTON in the State of OREGON its true and lawful attorney(s)-in-fact, with full power and authority hereby conferred in its name, place and stead, to sign, execute, acknowledge and deliver in its behalf, and as its act and deed, as follows: SPECIFIC SBA #04-646-2652498 NOT TO EXCEED TWO HUNDRED EIGHTY THOUSAND ($280,000) DOLLARS.

and to bind American Fidelity Fire Insurance Company thereby as fully and to the same extent as if such bond or undertaking was signed by the duly authorized officers of the American Fidelity Fire Insurance Company, and all the acts of said Attorney(s) pursuant to the authority herein given, are hereby ratified and confirmed.

IN WITNESS WHEREOF, the American Fidelity Fire Insurance Company has caused these presents to be signed by its President and/or its Vice-President, and its Corporate Seal to be hereto affixed.

AMERICAN FIDELITY FIRE INSURANCE COMPANY

SEAL

Luther H Williams
LUTHER H. WILLIAMS, PRESIDENT

STATE OF NEW YORK) SS:
COUNTY OF NASSAU )

On this 18th day of APRIL ,1978 , before the subscriber, a Notary Public of the State of New York in and for the County of Nassau duly commissioned and qualified, came LUTHER H. WILLIAMS of the American Fidelity Fire Insurance Company, to me personally known to be the individual and officer described herein, and who executed the preceding instrument, and acknowledged the execution of the same, and being by me duly sworn, deposed and said, that he is the officer of said Company aforesaid, and that the seal affixed to the preceding instrument is the Corporate Seal of said Company, and the said Corporate Seal and signature as an officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporation, and that the resolution of said Company, referred to in the preceding instrument, is now in force.

IN TESTIMONY WHEREOF, I have hereunto set my hand, and affixed my official seal at Woodbury, New York, the day and year above written.

My Commission expires 19 .

ELIZABETH M. ROSELLE
NOTARY PUBLIC, State of New York
No. 30-8643115
Qualified in Nassau County
Commission Expires March 30, 1980

Elizabeth M. Roselle
Notary Public

STATE OF NEW YORK) SS:
COUNTY OF NASSAU )

I, Harold L. Rosenthal, Assistant Secretary of the American Fidelity Fire Insurance Company, do hereby certify that the above and foregoing is a true

"The President, or any Vice-President, or other officer designated by the Board or Executive Committee shall have authority, severally, to make execute and deliver a power of attorney constituting as Attorney-in-Fact such persons, firms or corporations as such officer may select from time to time."

does hereby make, constitute and appoint DENNIS GILBERT of BEAVERTON in the State of OREGON its true and lawful attorney(s)-in-fact, with full power and authority hereby conferred in its name, place and stead, to sign, execute, acknowledge and deliver in its behalf, and as its act and deed, as follows: SPECIFIC SBA #04-646-2652498 NOT TO EXCEED TWO HUNDRED EIGHTY THOUSAND ($280,000) DOLLARS.

and to bind American Fidelity Fire Insurance Company thereby as fully and to the same extent as if such bond or undertaking was signed by the duly authorized officers of the American Fidelity Fire Insurance Company, and all the acts of said Attorney(s) pursuant to the authority herein given, are hereby ratified and confirmed.

IN WITNESS WHEREOF, the American Fidelity Fire Insurance Company has caused these presents to be signed by its President and/or its Vice-President, and its Corporate Seal to be hereto affixed.

AMERICAN FIDELITY FIRE INSURANCE COMPANY

SEAL

Luther H Williams

LUTHER H. WILLIAMS, PRESIDENT

STATE OF NEW YORK) SS:
COUNTY OF NASSAU )

On this 18th day of APRIL ,1978 , before the subscriber, a Notary Public of the State of New York in and for the County of Nassau duly commissioned and qualified, came LUTHER H. WILLIAMS of the American Fidelity Fire Insurance Company, to me personally known to be the individual and officer described herein, and who executed the preceding instrument, and acknowledged the execution of the same, and being by me duly sworn, deposed and said, that he is the officer of said Company aforesaid, and that the seal affixed to the preceding instrument is the Corporate Seal of said Company, and the said Corporate Seal and signature as an officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporation, and that the resolution of said Company, referred to in the preceding instrument, is now in force.

IN TESTIMONY WHEREOF, I have hereunto set my hand, and affixed my official seal at Woodbury, New York, the day and year above written.

My Commission expires 19 .

ELIZABETH M. ROSELLE
NOTARY PUBLIC, State of New York
No. 30-8643115
Qualified in Nassau County
Commission Expires March 30, 1980

Elizabeth M. Roselle

Notary Public

STATE OF NEW YORK) SS:
COUNTY OF NASSAU )

I, Harold L. Rosenthal, Assistant Secretary of the American Fidelity Fire Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said American Fidelity Fire Insurance Company, which is still in force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of the said Company, at Woodbury, New York, this 18th day of APRIL ,1978.

Harold L Rosenthal

Assistant Secretary

16-1-75

**RIVERBEND CONSTRUCTION CO.**
P. O. BOX 16591
PORTLAND, OREGON 97216
503/254-5510

April 13, 1978

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. C. W. Head
Commission Services

Gentlemen:

Returned herewith are two fully executed copies of our Contract No. 8696 for work on the S. W. 29th Street - Pendleton - John Day Highway (Pendleton) section of FAU 3420 in Umatilla County.

We trust these meet with your approval.

Very truly yours,

RIVERBEND CONSTRUCTION CO.

George M. Schweizer

George M. Schweizer
President

GMS:cf

9-13

Enclosures

NOTED
C. W. HEAD

RECEIVED
APR 17 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8696

FAU

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Pendleton/John Day Hwy-SW 29th

Date April 18, 1978

Highway FAU 3420

Authorization No. 2

County Umatilla

Survey Prefix 330-1928 (Assigned by Salem office)

Description of termini, route, length, etc.: from Hwy 395 to SW 29th on SW Hailey
Length: 0.41 mi.

Purpose of survey: Prepare Plans, Spec's & Est. for grading & Paving proj.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 10,800 |
| Final Design | 905 | 3,700 |
| Structural Design | 906 | 2,400 |
| R/W | 909 | 1,450 |
| Soils | 910 | 600 |
| Traffic | 911 | 1,300 |
| Liaison | 913 | 150 |
| Utility | 914 | 750 |
| Proj. Mgt. | 920 | 200 |
| Specifications | 921 | 1,550 |
| Environmental | 923 | 700 |

M-3420(1)
9/13/76

| | |
|---|---|
| Total estimated cost of survey | $ 23,600 |
| Previous authorization | 14,500 |
| Additional authorization requested | 9,100 |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
P.L. Carstensen
Costs & Records Spec. Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved: E S Hunter
Tech. Serv. Mgr. AsXXXXX XXXXX XXXXXXX XXXXXXX

SP*23604-734

8696

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention of Hon. F. K. Starrett, Chairman

Request No. (assigned by staff engineer or head of section) CC 1812

Date April 16, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Advance Deposit $18,975.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Retain in Advance Deposit | $2,000.00 | |
| | | Transfer to the State Highway Funds for the S.W. 29th St.-Pendleton/John Day Hwy. Section FAU 3420<br>Agreement No. 5663 | | $16,975.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 18,975.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 330-1051-297

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved: Gerald W. Wimer
Gerald W. Wimer Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8696

**OREGON STATE HIGHWAY DIVISION**

Form A-191—(11-71)
SP*67806-734

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: City of Pendleton
City Hall
Pendleton, OR 97801

Attention of Mr. Rudy Enbysk
City Manager

Request No. (assigned by staff engineer or head of section) CC-1813

Date April 10, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Advance Deposit $16,165.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Retain in Advance Deposit | $2,000.00 | |
| | | Transfer to the State Highway Funds for the S.W. 29th St.-Pendleton/John Day Hwy. Section FAU 3420<br>Agreement No. 5663 | | $14,165.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 14,165.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
330-1051-295

Submitted by:
Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
Gerald Wimer Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8696

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | n Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>4-39 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Umatilla |
| MODIFICATION NUMBER | 4-5-78 | Project Number<br>M-3420(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19, 1977, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 14,500 | $ 343,361 |
| Federal funds | $ 12,430 | $ 294,603 |
| Other revisions | | |

This modification is made for the following reasons: Increase cost of preliminary engineering, adding Right of Way phase and construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of April, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

file

Oregon State Highway Division
Salem, Oregon, March 31, 1978

Federal-aid Project
No. M-3420(1)

**S.W. 29TH ST.-PENDLETON/JOHN DAY HWY. SECTION**
**FAU 3420 (S.W. HAILEY AVE.) PENDLETON**
**UMATILLA COUNTY**

Revised Project Agreement Estimate.

**Type Code P.E.**

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 22,900.00 |

**Type Code R/W**

| | | | |
|---|---|---|---|
| Right-of-Way | All Required | | $ 1,000.00 |

**Type Code 6201**
**Roadway (Sta. 63+25 to Sta. 82+25.5)**

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 3,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 3,000.00 |
| Temporary Signs | 160 sq.ft. | 5.00 | 800.00 |
| Temporary Barricades | 6 only | 100.00 | 600.00 |
| Temporary Plastic Safety Markers | 7 only | 80.00 | 600.00 |
| Flagmen | 40 hour | 17.00 | 680.00 |
| Clearing and Grubbing | All Required | | 500.00 |
| Removal of Structures and Obstructions | All Required | | 1,000.00 |
| General Excavation | 7,618 cu.yd. | 3.50 | 26,663.00 |
| Trench Excavation | 490 cu.yd. | 20.00 | 9,800.00 |
| Watering | 190 M-gal. | 5.00 | 950.00 |
| Structure Excavation | 400 cu.yd. | 10.00 | 4,000.00 |
| Plant Mix Aggregate Base | 7,850 ton | 5.50 | 43,175.00 |
| Class "C" Asphalt Concrete | 1,950 ton | 21.00 | 40,950.00 |
| Concrete in Walls | 150 cu.yd. | 200.00 | 30,000.00 |
| Reinforcement in Walls | 11,500 lb. | 0.40 | 4,500.00 |
| 12-inch Sewer Pipe | 926 lin.ft. | 10.00 | 9,260.00 |
| Concrete Manholes | 1 only | 850.00 | 850.00 |
| Concrete Inlets, Type G-1 | 9 only | 500.00 | 4,500.00 |
| Concrete Inlets, Type G-2M | 1 only | 500.00 | 500.00 |
| CL-4R Chain Link Fence, Modified | 425 lin.ft. | 12.00 | 5,100.00 |

| | | | |
|---|---|---|---|
| Concrete Walks | 1,725 sq.yd. | 10.00 | 17,250.00 |
| Concrete Driveways | 225 sq.yd. | 13.00 | 2,925.00 |
| Sidewalk Ramps | 2 only | 160.00 | 320.00 |
| Concrete Curbs | 260 cu.yd. | 120.00 | 31,200.00 |
| Extra for Asphalt Approaches | 6 only | 100.00 | 600.00 |
| 6-inch Ductile Iron Pipe | 54 lin.ft. | 11.00 | 594.00 |
| 16-inch Ductile Iron Pipe | 432 lin.ft. | 30.00 | 12,960.00 |
| 16-inch Tee and Valve Assembly | 3 only | 5,000.00 | 15,000.00 |
| Air Release Valve | 1 only | 400.00 | 400.00 |
| Fire Hydrant Assembly | 1 only | 1,200.00 | 1,200.00 |
| 8-inch Sanitary Sewer Pipe | 146 lin.ft. | 10.00 | 1,460.00 |
| Sanitary Sewer Manhole | 1 only | 850.00 | 850.00 |
| Removal of Existing Sign Installation | All Required | | 500.00 |
| Move and Reinstall Existing Signs | All Required | | 1,000.00 |
| Wood Sign Posts | All Required | | 1,000.00 |
| Type "C" and "D" Signs in Place | 40 sq.ft. | 10.00 | 400.00 |
| Type "H" and "I" Signs in Place | 35 sq.ft. | 11.00 | 385.00 |
| Type "U" Signs in Place | 60 sq.ft. | 12.00 | 720.00 |
| Type "EE" Signs in Place | 56 sq.ft. | 12.00 | 672.00 |
| | | | $279,924.00 |

| Anticipated Items | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | $ 540.00 |
| Temporary Erosion Control (E.W.) | All Required | 1,000.00 |
| | | $ 1,540.00 |

| | |
|---|---|
| Subtotal | $281,464.00 |
| Engineering | 37,997.00 |
| Total | $319,461.00 |

Length of Roadway - - - - - - - - - - - - - - - - - 0.361 mile
Cost of Roadway per Mile- - - - - - - - - - - - - - $923,144.04

SUMMARY OF FUNDS (85.8%)

| Description | Total Cost | Federal Funds | State Funds | County Funds | City Funds |
|---|---|---|---|---|---|
| Preliminary Engineering | $ 22,900.00 | $ 19,648.00 | $ 1,626.00 | $ 878.00 | $ 748.00 |
| Right-of-Way | 1,000.00 | 858.00 | 142.00 | --- | --- |
| Roadway | 319,461.00 | 274,097.00 | 22,682.00 | 12,249.00 | 10,433.00 |
| Total | $343,361.00 | $294,603.00 | $24,450.00 | $13,127.00 | $11,181.00 |

Group 1 - 100%

Contract No. 8696

Prefix: 330-1057

Prefix: 330-1928 (P.E.)

Prefix: 330-2512 (R/W)

STATE COPY 1

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>5-144 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>5-19-77 | te<br>Oregon<br>County<br>Umatilla<br>Project No.<br>M-3420(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. S.W. Hailey Ave. (Pendleton)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 9/13/76 | 0.41 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS PRO RATA 85.8%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 14,500 | FEDERAL FUNDS<br>$ 12,430 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Deputy State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

By ______________________

______________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

for: G. L. Green

Date executed by Division Administrator MAY 19 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

## AGREEMENT PROVISIONS

**11. SIGNING AND MARKING.** The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

**12. MAINTENANCE.** The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

**13. LIQUIDATED DAMAGES.** The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

**14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).**

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

## NONDISCRIMINATION PROVISION

**15.** The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

**"During the performance of this contract, the contractor agrees as follows:**

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

## NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

## ADDITIONAL PROVISIONS

GPO 895-232

Oregon State Highway Division
Salem, Oregon May 12, 1977

Federal Aid Project
No. M-3420(1)

S.W. 29TH ST.-PENDLETON/JOHN DAY HWY. SECTION

CITY STREET IN UMATILLA COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $14,500.00 |
| | TOTAL | $14,500.00 |

Length of Project - - - - - - - - - - 0.41 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds | City Funds |
|---|---|---|---|---|---|
| P.E. | $ 14,500.00 | $ 12,430.00 | $ 1,035.00 | $ 497.00 | $ 538.00 |
| Retain in Program | | | | | |
| Contract Work | 225,500.00 | 193,340.00 | 16,080.00 | 7,718.00 | 8,362.00 |
| TOTAL | $240,000.00 | $205,770.00 | $17,115.00 | $8,215.00 | $8,900.00 |

Group 1 - 100%

Prefix: 330-1928

Pro Rata: 85.8%

8696

March 31, 1978

Riverbend Construction Co.
P. O. Box 16591
Portland, OR 97216

Attention: George Schweizer
President

Gentlemen:

In response to your phone call of March 30 that you did not receive the three copies of Contract No. 8696 we mailed to you on March 14 for execution, we are enclosing another three copies.

This contract was awarded to you on March 14, 1978, by the State Highway Engineer and is for work on the S.W. 29th Street-Pendleton-John Day Highway (Pendleton) Section of FAU 3420 in Umatilla County in the amount of $279,924.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The revised calendar day count on this contract will begin April 12, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Wm. C. Ferguson

STATE OF OREG

INTERO CE MEMO

TO: MEMO TO FILE

DATE: March 30, 1978
2:15 p.m.

FROM: Fran Neavoll FN

SUBJECT: Contract 8696

Denice Abel received a phone call from George Schweizer of Riverbend Construction Company stating that they had received our reminder letter re the return of signed Contract 8696 which we mailed to them on March 14. He stated that they had not received the contracts. His office in Portland said it would be necessary for us to put a tracer on the package rather than the request coming from them. Mr. Schweizer suggested that we send him new copies of the contract. I put in a call to Sollis re the starting date of the contract (if that would change or stay the same) but did not hear from Sollis. Cec will be back from vacation on March 31 and it will be discussed with him re the starting date of the contract and new contracts will be mailed to the contractor on Friday. Mr. Schweizer's phone number in Pendleton is 276-6768.

fkn

Cec - do we use same starting date of March 25 - Fran

Establish new date from 3/31 - CEC

We should make some comment in our letter that this is a second mailing as first mailing contracts were lost in the mail!

Pendleton

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/30/78
Donald L Vrost

4-27-78 Bid Letting ______ All Clear Deadline

SECTION PENDLETON/JOHN DAY HWY. @ S.W. HAILEY AVE.
Highway (PENDLETON) FAU 3420, SW Hailey Ave.
County Umatilla Region 5
Type of Work Signal Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Statewide |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8696

March 14, 1978

Riverbend Construction Co.
P. O. Box 16591
Portland, OR 97216

Gentlemen:

The Oregon Transportation Commission on February 27 accepted your proposal for work on the S.W. 29th Street-Pendleton-John Day Highway (Pendleton) Section of FAU 3420 in Umatilla County for the sum of $279,924 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8696.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Bldg., Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 25, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Wm. C. Ferguson
SAIF
Fran

February 27, 1978

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention Hon. F. K. Starrett
Chairman

Gentlemen:

On February 23, 1978 a satisfactory bid was received from Riverbend Construction Co., P. O. Box 1659, Portland, OR 97216 for S.W. 29th St.-Pendleton/John Day Hwy. (Pendleton) Section, FAU 3420.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Bid Items | $279,924.00 |
| Permanent Pavement Striping | 540.00 |
| Temporary Erosion Control | 1,000.00 |
| 4-1/2% Contingencies | 12,665.88 |
| 9% Engineering | 25,331.76 |
| ESTIMATED TOTAL COST | $319,461.64 |

11% of $319,461.64 = $35,140.78, or say $35,140.00

County's Advance Deposit:

54% of $35,140.00 = $18,975.00.

Please make your check in the amount of $18,975.00 payable to the Oregon State Highway Division and send it to Mr. Roger Lang, Region 5 Federal Aid Engineer, P. O. Box 850, La Grande, OR 97850, prior to March 17, 1978.

Very truly yours,

ORIGINAL SIGNED BY G. W. WIMER

Gerald Wimer
Local Government Manager

FFH:ljt

bc w/att: Roger Lang, Region 5: Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-388 and submit to Finance Branch.

8696

Salem, Oregon
February 21, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 23 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened February 23 on the following projects:

1. Corvallis-Newport Highway at SW 53rd Street
   Benton County
   Grading, Paving, Signals

   Grading incidental to overlay and signal installation.

   > Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oak Ranch Creek Bridge
   Nehalem Highway, Columbia County
   Structure Replacement

   4-foot shoulders provided on structure and approaches.

   > Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Canaan Road-Bennett Road
   Columbia River Highway, Columbia County
   Grading, Paving

   > Variable 4-foot to 8-foot shoulders except in curbed area. This project will be striped and signed as a Class III bikeway.

4. Canyon Creek (NW 3rd Avenue) Bridge
John Day City Street, Grant County
Grading, Paving, Structure

Footpaths and bicycle trails will not be established under this project as per ORS Chaper 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Grants Pass-New Hope Road
Jacksonville Highway, Josephine County
Grading, Paving

4.5-foot PCC sidewalks and 6-foot Class III bikeways will be provided on this project.

6. Pacific Highway West at 5th Avenue
City of Eugene, Lane County
Traffic Signals

Same as No. 1.

7. Cox Creek-Elm Street
Albany-Junction City Highway, Linn County
Grading, Paving

Existing Class III bikeway to be replaced in kind.

8. Burns Junction Rock Production, Malheur County
Rock Production

Same as No. 1.

9. Hillsboro-Silverton Highway at Oregon Way
City of Woodburn, Marion County

4-foot shoulders to be provided on this project.

10. 12th Street SE at Madrona Avenue SE
City of Salem, Marion County
Traffic Signals

Same as No. 1.

11. Broadway Bridge (West Approaches)
City of Portland, Multnomah County
Deck Surfacing

Same as No. 1.

12. East Burnside Street Undercrossing
East Portland Freeway, Multnomah County
Grading, Paving, Structure

12-foot Class II bikeway on structure; 12-foot sidewalk/bikeway on Burnside; 10-foot bikeway along freeway will be provided on this project.

13. SW 29th Street to Pendleton-John Day Highway
City of Pendleton, Umatilla County
Grading, Paving

4-foot sidewalks to be provided on this project.

DES:JP

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8696

2-1-78

9

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

**FEDERAL AID PROJECT NO.** M-3420(1)

**STATE PROJECT NO.** See Below

**COUNTY NAME** Umatilla

**PROGRAM STAGE** (Check) ☐ 1. ☐ 2.

**PROGRAM NO.**

**ITEM NO.** M-89

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| 2-1-78 | 2-1-78 | FAU-3420<br>City Street |

**GENERAL LOCATION:**

"SW. 29th Street - Pendleton/John Day Highway (Pendleton) Section"

**GENERAL DESCRIPTION OF WORK:**

Grade, Pave and sign

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : Permanent Pavement Striping (SF) $ 540
Temporary Erosion Control (EW) $1,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1-30-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $333,255, Federal Funds $285,932

A signed copy of the Title Sheet is returned herewith.

Swan [illegible],
3-1

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 2-1-78 | G. K. Hosner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Pendleton

ENVIRONMENTAL REVIEW CHECKLIST

2-23-78
~~10-20-77~~
~~7-28-77~~ Bid Letting ______ All Clear Deadline

ALL CLEAR 1/24/78
Donald L. Rout

SECTION NW 29th St - Pendleton/John Day Hwy.
Highway FAU 3420 SW Hailey Ave.
County Umatilla
Region 5
Funds FAUS
Type of Work G-P-Sn
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | | ☒ | | | ☒ | No problems— |
| Write-off Letter | ☒ | | | | | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | | ☒ | | | ☒ | |

**OREGON STATE HIGHWAY DIVISION**

Region 5 Office

W. E. Schwartz
Region Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Telephone 963-3177

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OFE ☐
JAN 24 1978
M
File: PM FA
TAA Beynoldson LG OP
FYI

January 23, 1978

Hon. F. K. Starrett
Chairman, Umatilla Board of Commissioners
P. O. Box 1427
Pendleton, Oregon 97801

Mr. Rudy Enbysk
City Manager
City Hall
Pendleton, Oregon 97801

Dear Chairman Starrett and Dear Mr. Enbysk:

RE: S.W. 29th-Pendleton/John Day Highway, S.W. Hailey - FAU 3420

Enclosed is copy of latest available construction cost estimate for the S.W. Hailey project. These figures represent our best guess at what the contractors may be furnishing at our scheduled bid opening on February 23.

A recap of available financing under the terms of the Construction-Finance Agreement is as follows:

| | |
|---|---|
| FAU Allotment | $324,948 ÷ 78% = $416,600.00 |
| Preliminary Engineering (to 1/19/78) | 19,716.00 |
| Total Available For Project | $396,884.00 |
| Estimate of 1/23/78 | $333,255.30 |

| | |
|---|---|
| 78% Federal Funds | $259,939.13 |
| 11% State | 36,658.08 |
| 11% Local FAU<br>(54% County, 46% City) | 36,658.08 |

As you can see, there are ample funds in Pendleton's FAU account to cover the estimated cost of the project.

If you have any questions concerning the project, please contact W. C. Ferguson, Resident Engineer, telephone 276-7011.

Sincerely,

RC Lang

R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh
Enclosure

cc Carlos Van Elsberg w/attach, J. R. Molsness w/attach
Gerald Wimer, W. C. Ferguson w/attach.

Form 81-734-3122

Section SW 29th St. - Pen[illegible]ton/John Day Hwy

Programming Estimate $ 333,000 Orig

Highway FAU 3420

Project Length 1900 ft

County UMATILLA 1-19-78

Completion Time 129 Cal. Day

Kind of Work GRUD PAVE

FA Project No. M-34 20(1)

Prefix 33Cr1925

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 292077

| | |
|---|---|
| Anticipated Additional Items: | |
| Royalty Payment | |
| Building Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | |
| Permanent Pavement Striping | 540 |
| Temporary Pavement Striping | |
| Remove Pavement Striping (Exist. & Temp.) | |
| Temporary Erosion Control Bond ✓ | 1000 |
| State Furnished | |
| Install Water Meter | |
| Furnish Water | |
| Laboratory Fees | |
| On the Job Trainees | |
| State Responsibility for Damages | |
| Signal Controller Testing | |
| Bikeway Signs | |
| Furnish Mail Box Posts | |
| Adjust Utilities | |
| | |
| | |
| Misc. Permit Fees | |
| | |

$ 1540

$ 293,617 00

Contingencies (4-1/2%) 13,212 77

Engineering ( 9 %) 26425 53

~~SUBTOTAL~~ $

[illegible]

Estimated Net Authorization, Construction $ 333,255 30

APPROVED

J H Wesley
Road Design Engineer

APPROVED

W H Lamb for
FINAL DESIGN ENGR.

Copy to Lang
1-19-78
(R)

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date

Section SW 29th [illegible] Hwy
County
Kind Of Work 1-19-78
Length
Name [illegible]

1-19-78 8

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization (7%) | | All | All | | 19,000 |
| | Temporary Protection and Direction of Traffic | | All | All | | 3,000 |
| | Temporary Signs | | SqFt | 160 | 6 | 960 |
| | Temporary Barricades | | Each | 6 | 100 | 600 |
| | Temporary Plastic Safety Markers | | Each | 7 | 75 | 525 |
| | Flagging ~~[illegible]~~ | | Hr | 40 | 18^00 | 720 |
| | Clearing and Grubbing | | All | All | — | 250 |
| | Removal of Structures and Obstructions | | All | All | — | 845 |
| | General Excavation | | CuYd | 7618 | 4 | 30,472 |
| | Trench Excavation | | CuYd | 490 | 15 | 7350 |
| | Watering | | M Gal | 190 | 6 | 1140 |
| | Structure Excavation | | CuYd | 400 | 12 | 4800 |
| | Plant Mix Aggregate Base | | Ton | 7850 | 7^00 | 54,950 |
| | Class "C" Asphalt Concrete | | Ton | [illegible] | 22 | 42900 |
| | Concrete in Walls | | CuYd | 150 | 135 | 20250 |
| | Reinforcement [illegible] | | Lb | [illegible] | 0^35 | 4025 |
| | 12-inch Sewer Pipe | | LinFt | [illegible] | 12- | 11,112 |
| | Concrete Manholes | | Each | 1 | 1000 | 1000 |
| | Concrete Inlets, Type G-[illegible] | | Each | 9 | 550 | 4950 |
| | Concrete Inlets, Type G-2M | | Each | 1 | 600 | 600 |
| | CL-4R Chain Link Fence, Modified | | LinFt | 425 | 7 | 2975 |
| | Concrete Walks | | SqYd | 1725 | 12 | 20700 |
| | Concrete Driveways | | [illegible] | 225 | 18 | 4050 |
| | [illegible] | | | | [illegible] | |

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section SW 29d St - Portland / [illegible] Highway

County

Kind Of Work

Length

Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Concrete Curbs | | Cu Yd | 260 | 95 | 24,700 |
| | Extra for Asphalt Approaches | | Each | 6 | 250 | 1500 |
| | 6-inch Ductile Iron Pipe | | Lin Ft | 54 | 23$^{00}$ | 1242 |
| | 16-inch Ductile Iron Pipe | | Lin Ft | 432 | 35$^{00}$ | 15120 |
| | 16-inch Tee and Valve Assembly | | Each | 3 | 1460 | 4380 |
| | Air Release Valve | | Each | 1 | 320 | 320 |
| | Fire Hydrant Assembly | | [illegible] | 1 | 850 | 850 |
| | 8-inch Sanitary Sewer Pipe | | Lin Ft | 146 | 12$^{00}$ | 1752 |
| | Sanitary Sewer Manhole | | Each | 1 | 600 | 600 |
| | Signing | | | | | |
| | Removal of Existing Sign Installations | | All | All | | 500 |
| | Move and Reinstall Existing Signs | | All | All | | 500 |
| | Wood Sign Posts | | All | All | | 1190 |
| | Type "C" and "D" Signs in Place | | Sq Ft | 40 | 6$^{50}$ | 260 |
| | " "H" and "I" " " " | | Sq Ft | 35 | 9$^{00}$ | 315 |
| | " "U" " " | | Sq Ft | 60 | 12$^{00}$ | 720 |
| | " "EE" | | Sq Ft | 56 | 9$^{00}$ | 504 |
| | | | | | | 212,077 |

[illegible] TO [illegible] 19TH & HAILEY [illegible]

P.E. Charges
1-1

19,715 59

P.E. Charges to 1-19-78

66.[illegible]CR

STATE OF OREGON

INTEROFFICE MEMO Pendleton

TO: D. O. Christensen
Final Design Engineer

DATE: January 3, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Study Plans
S.W. 29th St.-Pendleton/John Day Hwy.
FAU 3420 (S.W. Hailey Ave.)
Umatilla County

Attached are two prints of the approved sign study plans for the above named project.

L. E. George
Traffic Engineer Supervisor

ELS:rw

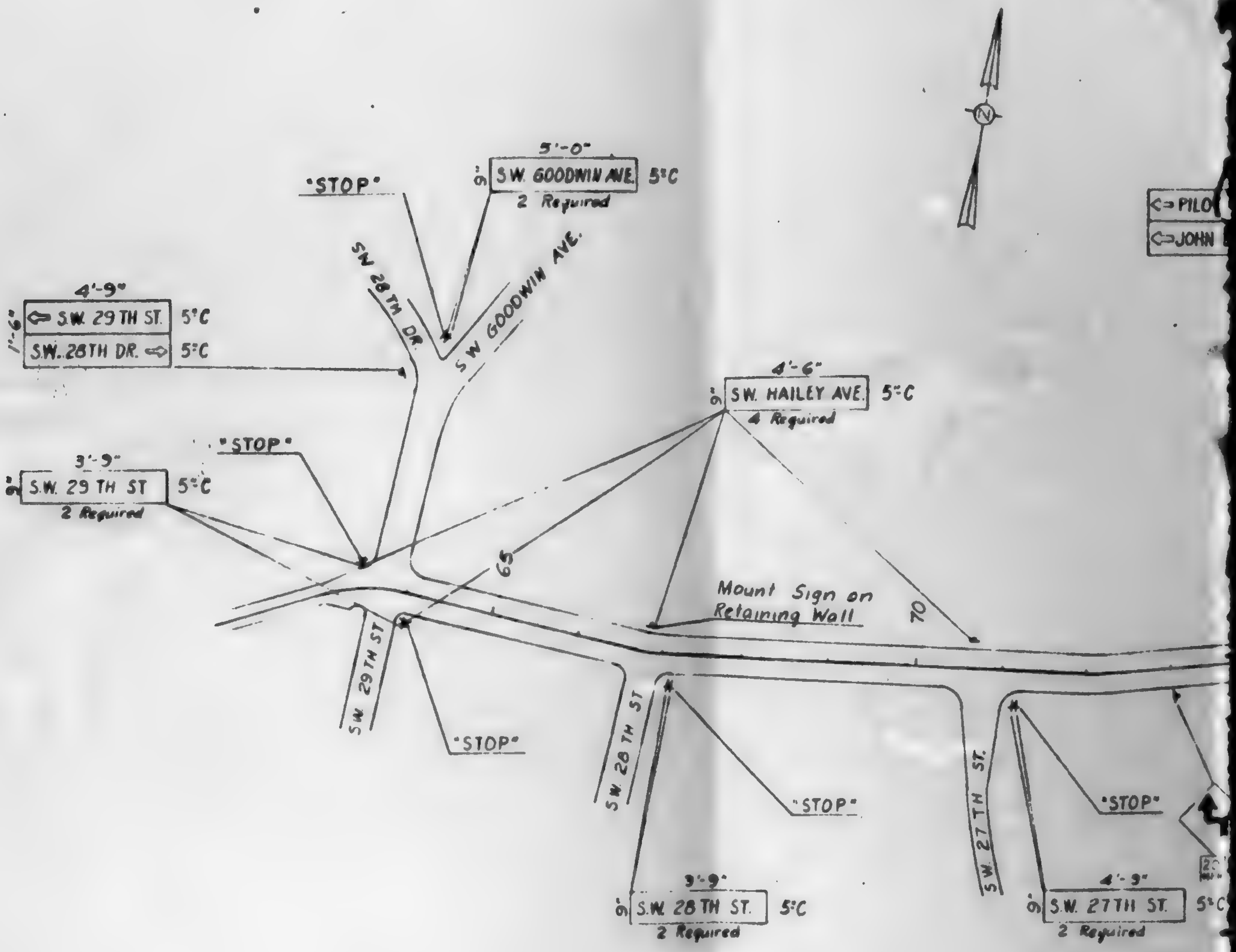
cc: W. E. Schwartz w/att.
F. T. Lacey w/att.

REFERRED TO
✓ Beard [illegible] ___ Dorn ___
___ Cole ___ Sample ___
___ Eriksen ___ Watson ___
___ Hager ___ Lou ___
Return Discuss Do [✓ File] Copy Due ___
BY FINAL DESIGN ENGINEER
1 print retained by Beard

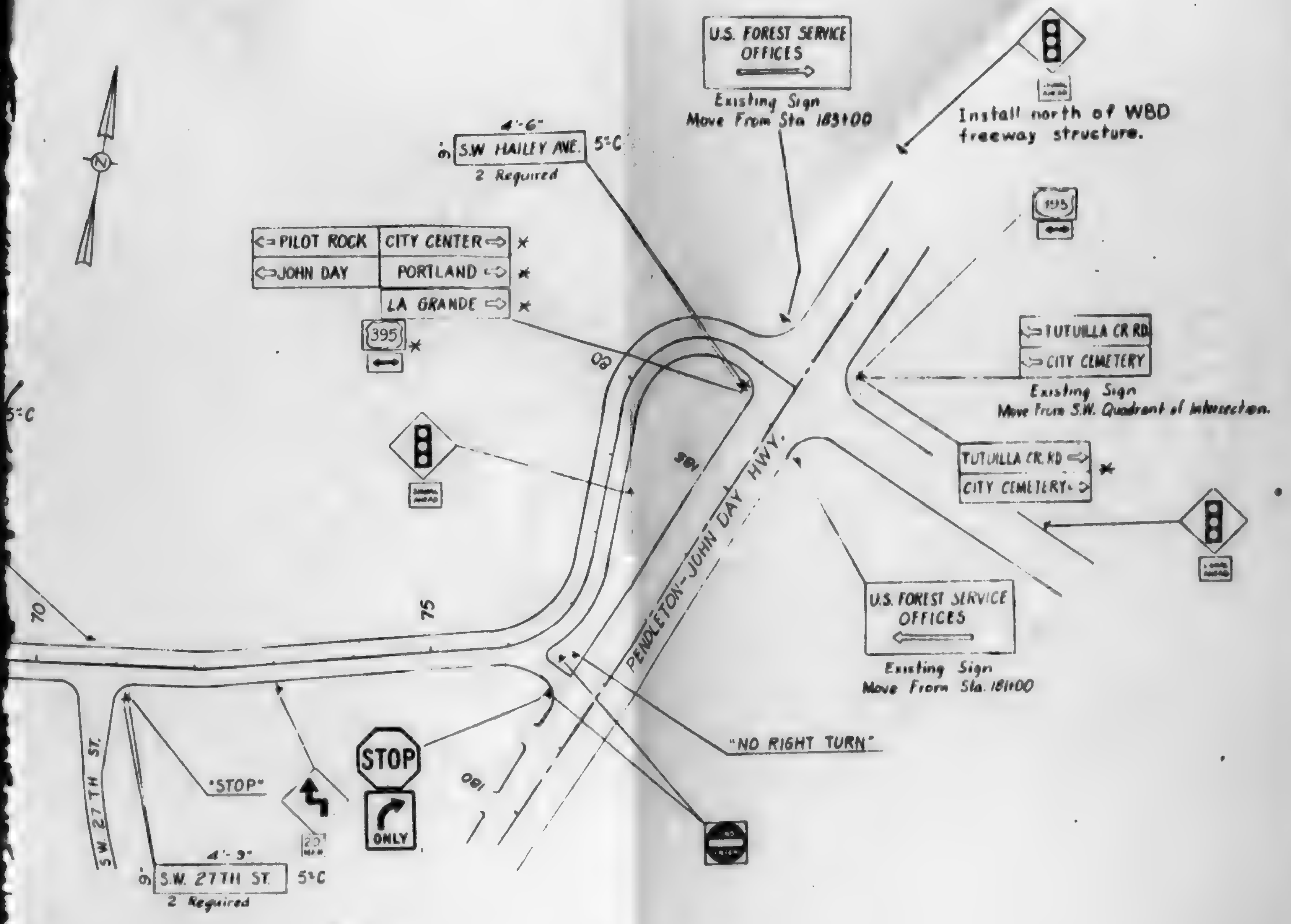
1 Versteeg ✓
2 Christensen DOC
___ George ___
___ Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Savage ___

RECEIVED
JAN 0 6 1978
ENGINEERING SECTION

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___



N
"STOP"
5'-0"
9" S.W. GOODWIN AVE. 5"C
2 Required
S W 28TH DR.
S W GOODWIN AVE.
4'-9"
1'-6" ⇦ S.W. 29TH ST. 5"C
S.W. 28TH DR. ⇨ 5"C
4'-6"
9" S.W. HAILEY AVE. 5"C
4 Required
"STOP"
3'-9"
9" S.W. 29TH ST 5"C
2 Required
65
Mount Sign on Retaining Wall
70
S.W. 29TH ST
"STOP"
S W 28TH ST
"STOP"
S.W. 27TH ST.
"STOP"
3'-9"
9" S.W. 28TH ST. 5"C
2 Required
4'-9"
9" S.W. 27TH ST. 5"C
2 Required
⇔ PILO
⇔ JOHN


U.S. FOREST SERVICE OFFICES
Existing Sign
Move From Sta. 183+00
Install north of WBD freeway structure.
4'-6"
9"
S.W. HAILEY AVE.
5"C
2 Required
PILOT ROCK
JOHN DAY
CITY CENTER
PORTLAND
LA GRANDE
395
*
395
TUTUILLA CR. RD.
CITY CEMETERY
Existing Sign
Move From S.W. Quadrant of Intersection.
TUTUILLA CR. RD.
CITY CEMETERY
*
5"C
80
185
PENDLETON-JOHN DAY HWY.
70
75
U.S. FOREST SERVICE OFFICES
Existing Sign
Move From Sta. 181+00
"NO RIGHT TURN"
S.W. 27TH ST.
"STOP"
STOP
ONLY
25
190
4'-9"
9"
S.W. 27TH ST.
5"C
2 Required

*Existing Sign to Remain in Place.

John C. Melsnen

12 12/1 77

SIGNING PROJECT

S.W. 29TH ST. - PENDLETON/JOHN DAY HWY.
FAU 3420(S.W. HAILEY AVE.) - UMATILLA COUNTY

| | Date | | Title |
|---|---|---|---|
| | 5-8-77 | J. Fitzgerald | [illegible] Engr. |
| | 5-13-77 | J. J. Lacey | [illegible] |
| | 12/30/77 | | Traffic Engineer |
| | | | Asst. Hwy. Engr. |
| Approved | 1/3/78 | G. K. Bowman | FHWA |

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
December 23, 1977

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Specialist

SUBJECT: S. W. 29th Street
Pendleton-John Day Highway
FAU Rt. 3420 (S. W. Hailey)
City of Pendleton

TO: Dave Moehring
Manager
Office of Project Management

SALEM

Attached is a copy of a letter from John R. Molsness, Public Works Director, conveying the concerns of the City Council concerning the bid letting schedule for the above project.

Please advise if the project may be advanced to meet the bid letting schedule for January 26.

RCL/dlm
Attachment

cc: John R. Molsness
Carlos Van Elsberg
Gerald Wimer
Verne Allen
Bill Ferguson

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☑ OPE ☐
DEC 27 1977
TAA ______ File: PM FA LG OP

12-27-77
Schwartz & Moehring say oblige City
Christensen & Sullivan say to late for Jan
TE George says cannot move signal to Feb
Schwartz to again review w/ City

12-28-77
City Manager tells Schwartz to contract grading in Feb
Schwartz asks for signal conduits & if possible loops in grading project

cc Hal Versteeg
TE George
DE Swan

Please advance grading project to Feb letting w/ conduits & loops (if any and possible to include)

G Wimer

Sent 12-28-77
GW

cc WE Schwartz

**THE CITY OF PENDLETON**

P. O. BOX 190
PENDLETON, OREGON 97801

December 22, 1977

☐ RE ☐ RCE ☐ RBE ☐ RME

☐ ROE DEC 23 1977 ☒

☐ RDE RECEIVED ☐
REGIONAL OFFICE

Mr. Roger Lang
Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

RE: S.W. Hailey FAU 3420 29th to Highway 395

Dear Roger:

Your letter of December 16, 1977 concerning the March 23 bid date for the Hailey Street construction project: Because of the numerous delays which the project has had, the Council directed me to contact you and other officials and request that the bid letting on January 26 be met. This action was taken realizing that the traffic signal installation may then be under a separate contract.

Please let us know the status of this request as soon as possible so I may report back to the Council.

Yours very truly,

John R Molsness

John R. Molsness,
Public Works Director

JRM/rw

cc: City Manager
Carlos Van Elsburg
Bill Ferguson
Vern Allen

THE WORLD'S ROUND-UP CITY

12-21-77

Roger - Jack Molenaar called re:
SW Hailey project. Jack explained
to City Council last night why the
project could not be let before
March bid opening. Council passed
a motion to take the signal out of
the project and let a separate contract
for it. They want the Hailey
project let in January because they
are tired of waiting. He will
write me a letter to this effect and
send a copy of the Council's motion.

cy Dave Moehring ✓
Gerry Wimer
L.E. George

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
DEC 27 1977

TAA ______ File: PM FA
LG OP

PROJ MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
DEC 19 1977
File: PM FA LG OP
TAA ______

**OREGON STATE HIGHWAY DIVISION**

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone - 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 16, 1977

Hon. Joe McLaughlin
Mayor
City Hall
Pendleton, Oregon 97801

Dear Joe:

RE: S.W. 29th-Pendleton/John Day Highway, FAU 3420 (S.W. Hailey)

Upon returning to my office, I contacted Mr. Dave Moehring, Manager of Project Management in Salem concerning your request to advance the S.W. Hailey project to the January 26 bid letting.

Mr. Moehring advised me an important part of the project is the traffic signals to be installed at the relocated intersection of S.W. Hailey and Pendleton-John Day Highway under our traffic signal program. It is felt the combination of these two separately funded projects is in the best interest of the taxpayer. Also, the combination will eliminate conflicts that would arise between the contractors.

Our Traffic Section will not be able to formulate plans in time to meet the January 26 bid letting. Present workload appears to dictate going to bid on March 23. I know you are anxious to get this project going because of the lengthy procedures required so far. However, the way Mother Nature has been acting this year, March may be the best bet.

Please advise me if you concur with the letting date of March 23.

Sincerely,

RC Lang

R. C. Lang
Region Federal Aid Engineer

RCL:sh

Same letter to Hon. F. K. Starrett

cc Rudy Enbysk
Jack Molsness
Carlos Van Elsberg
Dave Moehring
Gerald Wimer
Frank Lowe
Verne Allen
Bill Ferguson

LRW LAG 34 12-16-77 8.45 AM

DAVE MOEHRING
INFO COPY TO GERALD WIMER AND FRANK LOWE

RE SW 29TH - PENDLETON/JOHN DAY HIGHWAY
FAU 3420 /SW HAILEY/

CITY OF PENDLETON AND UMATILLA COUNTY REQUEST THE ABOVE PROJECT BE ADVANCED TO EARLIEST POSSIBLE LETTING DATE. PRELIMINARY PLANS DATED 12-13-77 HAVE BEEN SIGNED BY LOCAL OFFICIALS, RIGHT OF WAY, AND UTILITY CERTIFICATE HAS BEEN DELIVERED TO VERNE ALLEN.

PLEASE ADVISE IF PROJECT CAN BE ADVANCED TO JANUARY 26 LETTING DATE.

R C LANG
SH
$\frac{3}{4}$.

Presently on schedule for March 28 '78.
Traffic signal means March at the earliest.
Trout.

Called Lang. He will discuss with Pendleton city officials.

PROJECT MANAGEMENT
PME
LGE
CCE
FAE
OM ☐
OPE ☐
WR
DEC 16 1977
~~Grange~~
~~Reynoldson~~
TAA
File: PM FA
LG OP

12/16/77
NOTE
why can't we let grade-pave in January - with Traffic Signals at March letting
Don H.
Moehring says no - conflict between contractors
Don H.

Pendleton

In.
and
Circulate

AGHB
Day

LRW LAG 34 12-16-77 8.45 AM

O.D.

DAVE MOEHRING
INFO COPY TO GERALD WIMER AND FRANK LOWE

RE SW 29TH - PENDLETON/JOHN DAY HIGHWAY
FAU 3420 /SW HAILEY/

CITY OF PENDLETON AND UMATILLA COUNTY REQUEST THE ABOVE PROJECT BE ADVANCED TO EARLIEST POSSIBLE LETTING DATE. PRELIMINARY PLANS DATED 12-13-77 HAVE BEEN SIGNED BY LOCAL OFFICIALS, RIGHT OF WAY, AND UTILITY CERTIFICATE HAS BEEN DELIVERED TO VERNE ALLEN.

PLEASE ADVISE IF PROJECT CAN BE ADVANCED TO JANUARY 26 LETTING DATE.

R C LANG
SH
$\frac{3}{4}$4.

Presently on schedule for March 28 '78

1 Versteeg ✓
2 Christensen Doc
George
Olson
Terpin
3 Sullivan JWS
Scott
Savage

RECEIVED
DEC 16 1977
ENGINEERING SECTION

4 Trout T
Do Not File ☐
Return To
Bring Up / /
Action

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
DEC 16 1977
TAA
File: PM FA LG OP

12-16-77 Moehring brought this in. Traffic has a signal to design & can not make January - February is also doubtful & Bud George recommended this project be left in March. Moehring was notified of these comments.
Don Trout

REFERRED TO
Beard
Dorn
Cole
Sample
✓ Eriksen F.E.
Watson
Hager
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

~~Right of way hasn't been entirely acquired either and~~

730

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

12-15-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-3420 (1)
Project Name S. W. Hailey Ave., S. W. 29th to Pendleton/John Day Highway
FAU 3420 Grading and paving.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way This existing right-of-way was acquired prior to January 2, 1971.

B B. New Right -of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 15 day of December 1977

Umatilla County Board of Commissioners:

Forrest K. Starrett
Chairman

Barbara Lynch
Commissioner

Commissioner

Regional Right-of-Way Supervisor

Date 12/16/77

City of Pendleton

Joe McLaughlin
Mayor

Marjorie E Johnson
City Recorder

Certified By:

cc: D.E. Swan
C.T. Kearsey
J. Chidsey
1-4-78

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

STATE OF OREGON

INTEROFFICE MEMO Pendleton

DATE: December 14, 1977

TO: W. E. Schwartz
Region 5 Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Plans
S.W. 29th Street-Pendleton-John Day Highway
FAU 3420 (S.W. Hailey Avenue)
Umatilla County

Attached are six copies of our sign study plans showing proposed sign installations on the above-named section.

Will you please review these plans in the usual manner and give us your comments and recommendations. Also, will you please submit two copies to the City for their review. The City should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for eventual return to this office.

May we have your reply by January 1, 1978 to enable completion of the plans for contract.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:ds
Attachments

cc: ~~D. O. Christensen w/attachment~~

**REFERRED TO**
1 Beard WGB ____ Dorn ____
____ Cole ____ Sample ____
7E Eriksen ____ 2 Watson LW
____ Hager ____ Lau ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER
Plan retained by Beard

01-125-1387

1 Versteeg
2 Christensen DOC
____ George
____ Olson
____ Terpin
____ Sullivan
____ Scott
____ Savage

RECEIVED
DEC 16 1977
ENGINEERING SECTION

____ Trout ____
Do Not File ☐
Return To ____
Bring Up ____/____/____
Action ____

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 21, 1977

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: Agreement #76
S. W. Hailey FAU 3420
Umatilla County

TO: Verne Allen
Region 5 R/W Supervisor

Attached are two copies of the Right of Way Services agreement on this project.

This is a FAU 3420 project.

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
OCT 21 1977
m
File: PM FA
LG OP
TAA ________

AE
mp
Attach.

cc: W. E. Schwartz
Finance, Attn: Fred Freidow
Local Govt. Programs (Co-City)
Title
Condemnation

8696

10-11-77

8

U.S. DEPARTMENT OF TRAN ATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-3420(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administration
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-89

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 21 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 10-11-77

FEDERAL ROUTE NUMBER: FAU 3420(1)

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

"S.W. 29th St. - Pendleton John Day Section"

GENERAL DESCRIPTION OF WORK:

Program change adding R/W and acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change
Add to Character of work
"All phases of R/W acquisition"

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in MR. Swan's 10-5-77 letter , I approve the program change as requested and you are authorized to proceed with the actual acquisition of File #49643 at a TEC NTE $1,000 F.F. $858.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE: 10-11-77

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

agr #76

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

HIGHWAY BUILDING, SALEM, OREGON 97310

September 14, 1977

County of Umatilla
Board of Commission
County Court House
Pendleton, OR 97801

City of Pendleton
P.O. Box 190
Pendleton, OR 97801

Re: S.W. 29th St.-Pendleton/John Day Highway

S.W. Hailey FAU 3420
Umatilla County

Supplemental Agreement for Right of Way Services

Gentlemen:

Per your request the State Highway Division is willing to complete all phases of the acquisition of File No. 49643 in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970", Federal-Aid Highway Program Manual Volume 7 and State of Oregon Right of Way Manual, Official Publication 74-4.

The Highway Division will appraise, negotiate, review and handle closing of the above file. If necessary to condemn, the Highway Division will prepare the resolution, letter of offer and complaint and will prepare and send out summons for parties defendant. The City and/or County will be responsible for preparation and conduct of the actual trial itself.

It is expressly agreed that State and City/County shall contribute to the actual total cost of the project as agreed on in the FAU Project Agreement dated May 28, 1976. An advance deposit which shall be in accordance with the provisions of Section V, paragraph 3 of the FAU Project Agreement shall be made by the County and City.

If this agreement is acceptable, please approve this letter and return a signed copy to me.

Very truly yours,

J B Boyd

J. B. Boyd
Right of Way Engineer

ATTACHMENT -- Page 2

[illegible]

Page 2
(ATTACHMENT)

S.W. 29th St-Pendleton/John
Day Highway
S.W. Hailey FAU 3420
Umatilla County

Supplemental Agreement for
Right of Way Services

CITY OF PENDLETON, by and through
its City Officials

By Joe McLaughlin
Mayor

By Marjorie E Johnson
Recorder

UMATILLA COUNTY, by and through
its Board of Commissioners

By ______________________
Chairmen

By Fred Roberts
Commissioner

By Barbara Lynch
Commissioner

Pendleton

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
June 23, 1977

Duane O. Christensen
Final Design Engineer

W. C. Ferguson
Resident Engineer

SW 29th St.-Pendleton/John
Day Highway (Pendleton)
FAU3420 (SW Hailey Ave.)
Umatilla County

Attached is a xerox copy of the cost estimate for the subject project as requested by Mr. Aldrich's letter of June 20, 1977. The approximate total cost of the project is $275,000. If we can be of further assistance, please advise.

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 24 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DOC:az
cc: W. E. Schwartz, w/attach.
F. Eriksen
A. Brummitt

FAUS

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 21, 1977

FROM: Adele L. Egan
Right of Way Office Manager

SUBJECT: SW 29th St.-Pendleton/John Day Hwy.
SW Hailey Avenue 3420
Umatilla County

TO: Verne Allen
R/W Supervisor

Attached you will find one revised option form in sextuplet covering right of way to be acquired in connection with the SW 29th Street-Pendleton/John Day Highway Section of SW Hailey Avenue in the City of Pendleton in Umatilla County.

The distribution number to be used for the acquisition of this file has not been assigned.

This description has been revised because of a line change for the Goodwin Avenue connection.

Enclosed for your information is a copy of the Revision Request.

We are attaching three prints of a section of map 9B-15-7 covering this area and bearing our date of June 15, 1977.

| File No. | Name | Area |
|---|---|---|
| 49642 | American Village Corporation | 0.25 acre |

AC:cjb
Enc. 1 option, etc.

cc: Reg. 5 Engr. - w/2 prints
Milner Mead - w/1 print
Frank Lowe
Title - w/1 print
Armand Riveness - Exhibit
County/City - Attn: Don Harwell

PROJECT MANAGEMENT

JUN 22 '77

REFER TO:
H Grange
~~Harwell~~ 7-5

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

HK

NOTED
...OR J. HOLMES

N

Don H.

Pendleton

FORM E-30 (REV. 10-69)

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 459 Pendleton Ore. 97801
May 23, 1977

SUBJECT:
S.W. 29th St. - Pendleton-
John Day Highway.
(Hailey Ave.)
Umatilla County.

To:
Road Design Section.

I am forewarding for your review a suggested plan change recommended by the City.

I fail to see that this is any improvement over the alignment as shown on our preliminary plans. I don't think it will improve the intersection at 29th and Hailey.

The plan submitted by the City was discussed between them and the Property owner.

WCFerguson
W.C. Ferguson Resident Engineer

WCFjr
file:
Const.

1 Versteeg ✓
2 Olson OO
3 Christensen JOC
Scott
Swenson
Savage
Trout

RECEIVED
MAY 24 1977
ROAD
DESIGN
SECTION

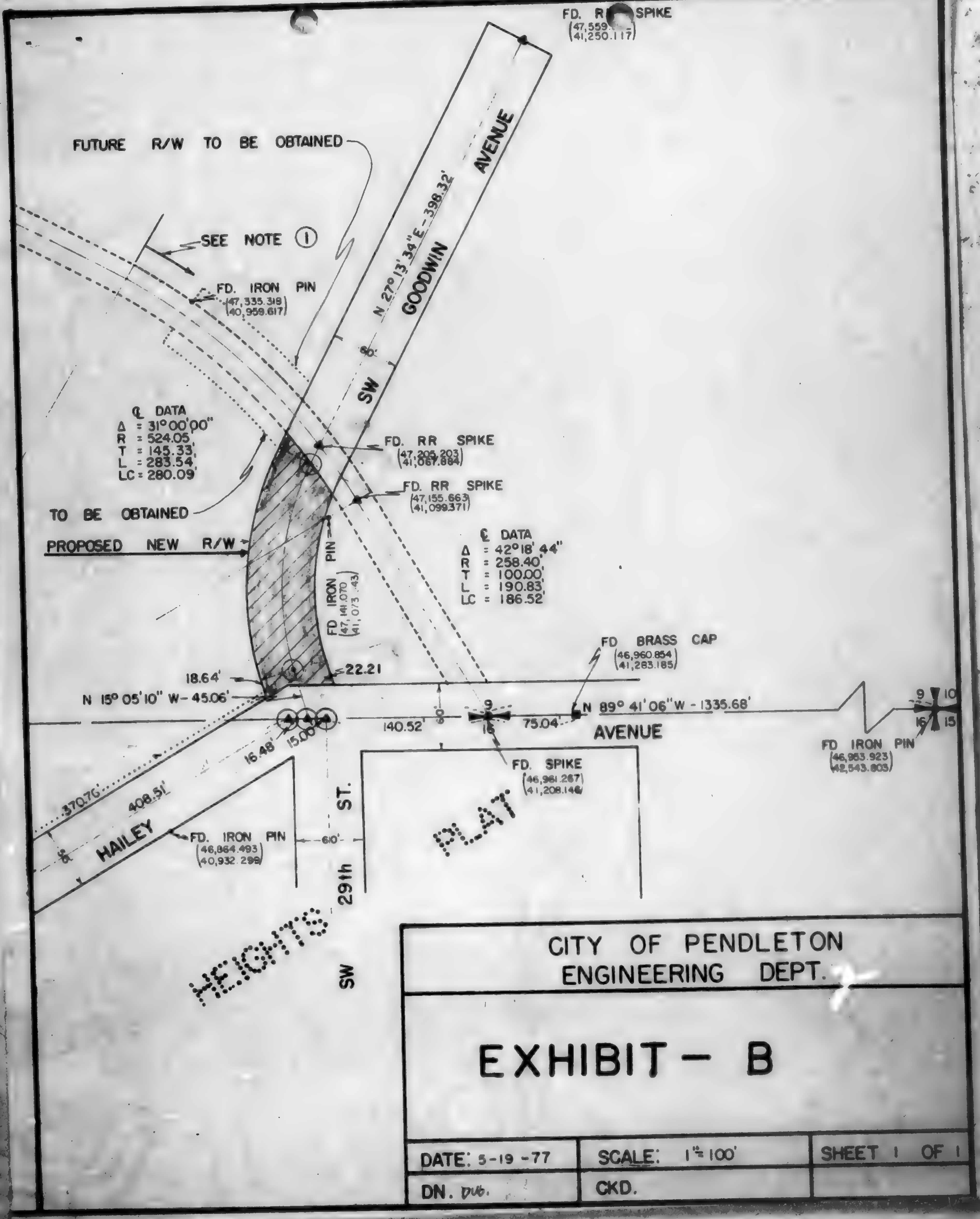
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard
Cole
✓ Eriksen FE
Hager

Reed
Sample
Watson
Wolfe

[✓ Return] Discuss Do File Copy [illegible]
BY FINAL DESIGN ENGINEER


FD. R SPIKE
(47,559.
41,250.117)
FUTURE R/W TO BE OBTAINED
SEE NOTE ①
FD. IRON PIN
(47,335.318
40,959.617)
SW GOODWIN AVENUE
N 27° 13' 34" E - 398.32'
80'
℄ DATA
Δ = 31° 00' 00"
R = 524.05'
T = 145.33'
L = 283.54'
LC = 280.09'
TO BE OBTAINED
PROPOSED NEW R/W
FD. RR SPIKE
(47,205.203
41,067.884)
FD. RR SPIKE
(47,155.663
41,099.371)
℄ DATA
Δ = 42° 18' 44"
R = 258.40'
T = 100.00'
L = 190.83'
LC = 186.52'
FD IRON PIN
(47,141.070
41,073.43)
18.64'
22.21
N 15° 05' 10" W - 45.06'
FD BRASS CAP
(46,960.854
41,283.185)
N 89° 41' 06" W - 1335.68'
9 10
16 15
140.52'
60'
9
16
75.04'
AVENUE
FD IRON PIN
(46,953.923
42,543.803)
FD. SPIKE
(46,961.267
41,208.146)
16.48
15.00
370.76'
408.51'
60'
HAILEY
FD. IRON PIN
(46,864.493
40,932.299)
60'
SW 29th ST.
PLAT
HEIGHTS

CITY OF PENDLETON
ENGINEERING DEPT.

# EXHIBIT - B

| | | |
|---|---|---|
| DATE: 5-19-77 | SCALE: 1" = 100' | SHEET 1 OF 1 |
| DN. Dub. | CKD. | |

FAUS
Pendleton

OREGON STATE HIGHWAY DIVISION
Location Section

| | | | |
|---|---|---|---|
| Section: | S.W. Hailey Ave.<br>S.W. 29th St. to Pendleton-John Day Highway<br>(Pendleton) | Date | March 24, 1977 |
| Highway: | F.A.U. 3420 | Ten Year<br>Traffic Coefficient | 5.7 |
| County: | Umatilla | 18 kip s.a. per day | 5.5 |
| Prefix: | 330-1928 | R value | 18 |
| Res. Engr: | W. C. Ferguson | Frost Penetration | 30"± |
| | | CBE Total Requirement | 16.5" |

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 3.0" | A.C. | 6.0 |
| 12.0" | A.B. | 12.0 |
| 15.0" | | 18.0" |

PROJECT MANAGEMENT
MAR 28 '77
REFER TO:
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

Note:

The total thickness has been increased to equal one-half the reported frost penetration.

HAL-FRED

**NOTED**
**MAINOR C. HOLMES**

3-18-77
2

CITY OF PENDLETON M-3420 ( )

S.W. 29TH - HWY. 395
S.W. HAILEY AVE., FAU 3420

— FIELD ESTIMATE —

| | |
|---|---|
| "GD" LINE | $22,553 |
| "L" LINE | 241,095 |
| SUB TOTAL | 263,648 |
| +20% Engr. & Cont. | 52,730 |
| TOTAL | $316,378 |
| ESTIMATED PE | 15,000 |
| | $331,378 |

AVAILABLE FAUS $262,341 (TOTAL @86% = $305,050)
STATE SHARE = $21,355
LOCAL SHARE = $47,682
COUNTY (54%) $25,748
CITY (46%) 21,934

GD LINE

1 of 2

1 –

# OREGON STATE HIGHWAY DEPARTMENT
## QUANTITY SUMMARY & COST ESTIMATE

Section Hwy. 395 – S.W. 29th. Unit
Highway S.W. HAILEY AVE. County UMATILLA Length Mile
Prefix Res. Engineer W.C. FERGUSON Date 2-28-77

### LOCATION ITEMS

| Item | Unit | Net | 10% Allow | Amount | Price | Amount |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | Lump Sum | \$200/PER ACRE | (.5 ACRE) | ALL | | 100.$^{00}$ |
| GENERAL EXCAVATION | PER Cu. Yd | | | 885.7 | 3$^{50}$ | 3,100$^{00}$ |
| FINISHING Roadbed & SLOPES | Lump Sum | | | ALL | | 500$^{00}$ |
| WATERING | PER. M-GAL | | | 50 M-GAL | 8$^{00}$ | 400$^{00}$ |
| Aggregate BASE | PER TON | | | 448 | 5$^{00}$ | 2,240$^{00}$ |
| Bituminous BASE | PER TON | | | 415 | 12$^{00}$ | 4,980$^{00}$ |
| Class C A.C. Mix | PER TON | | | 277 | 12$^{00}$ | 3,324$^{00}$ |
| | | | | | | |
| | | | | | | 14,644$^{00}$ |

G.D. Lin:

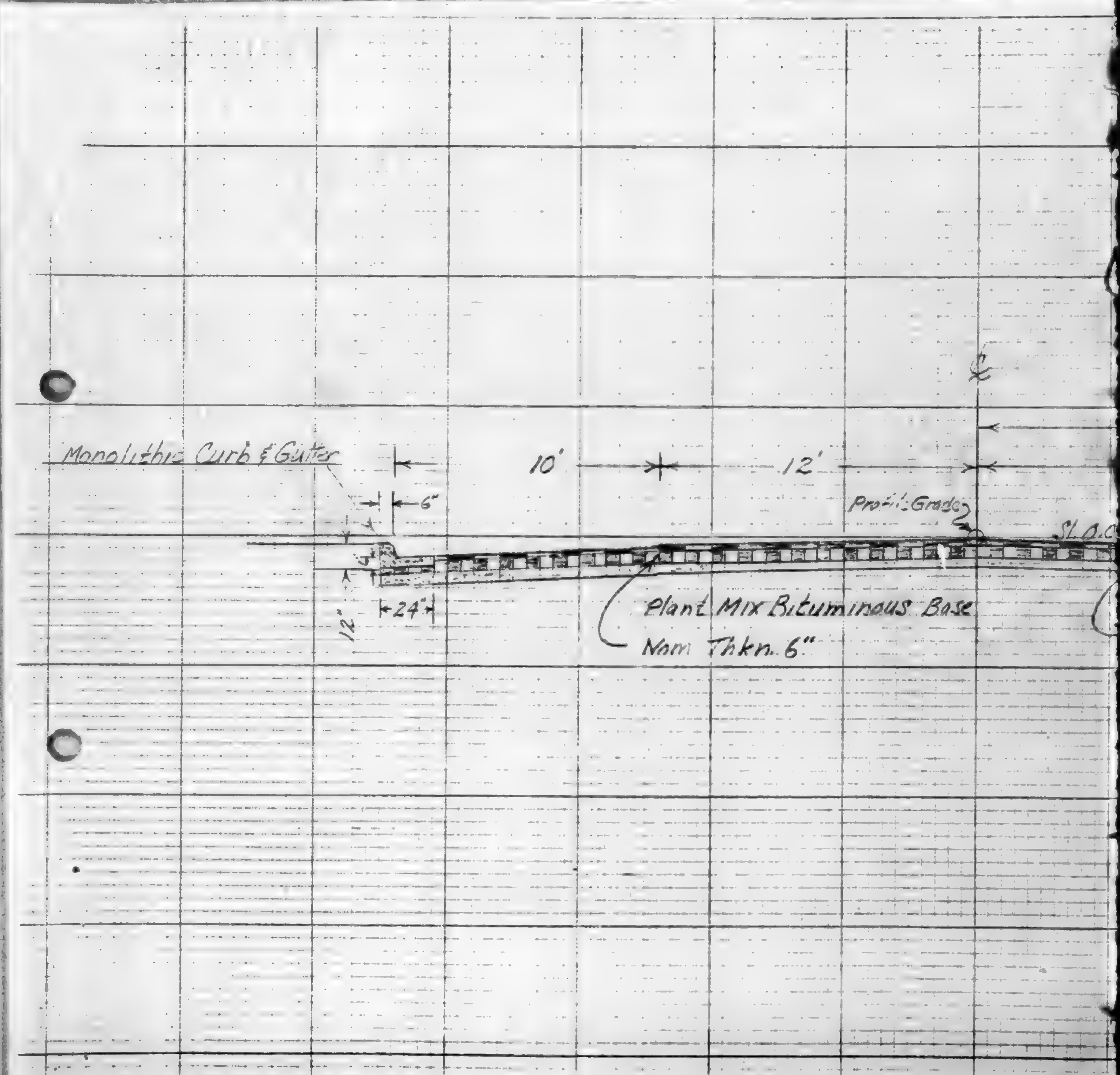
2 of 2

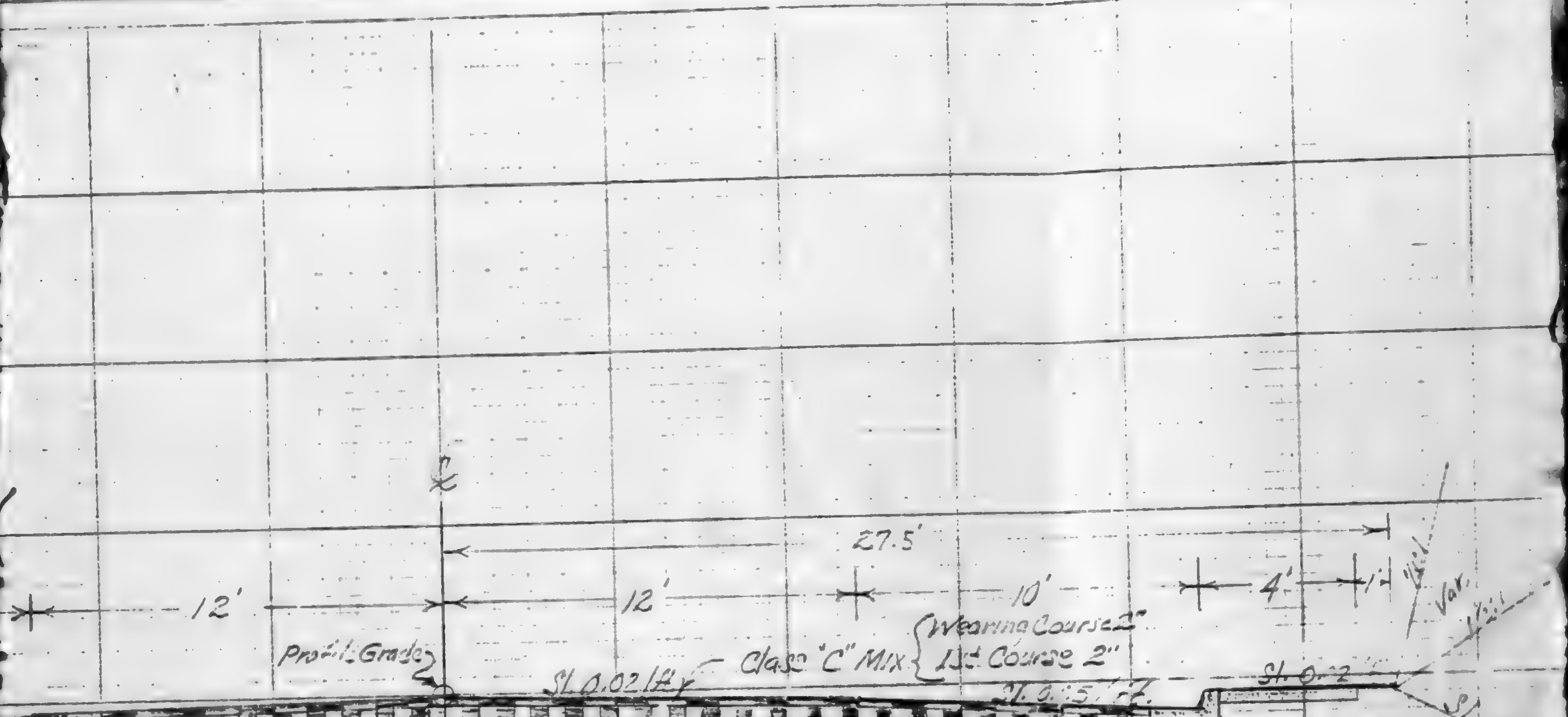
OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Section Hwy. 395 ~ S.W. 29th
Unit
Length ______ Mile
Highway S.W. Hailey Ave.
County Umatilla
Date 2-28-77
Prefix
Res. Engineer W. C. Ferguson

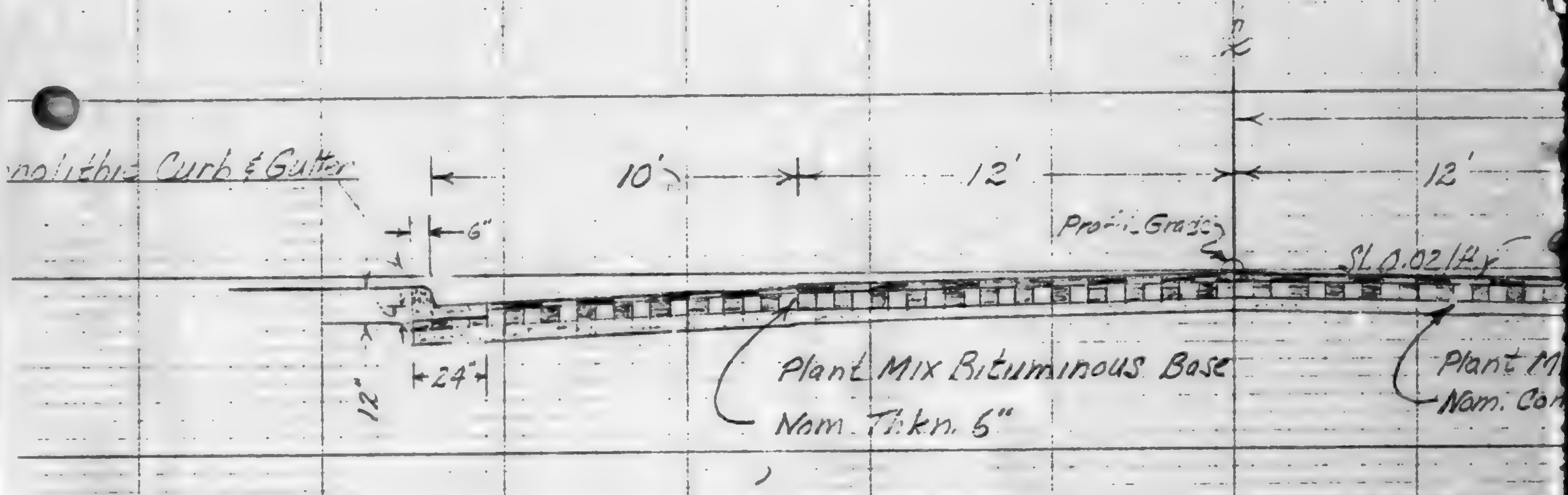
LOCATION ITEMS

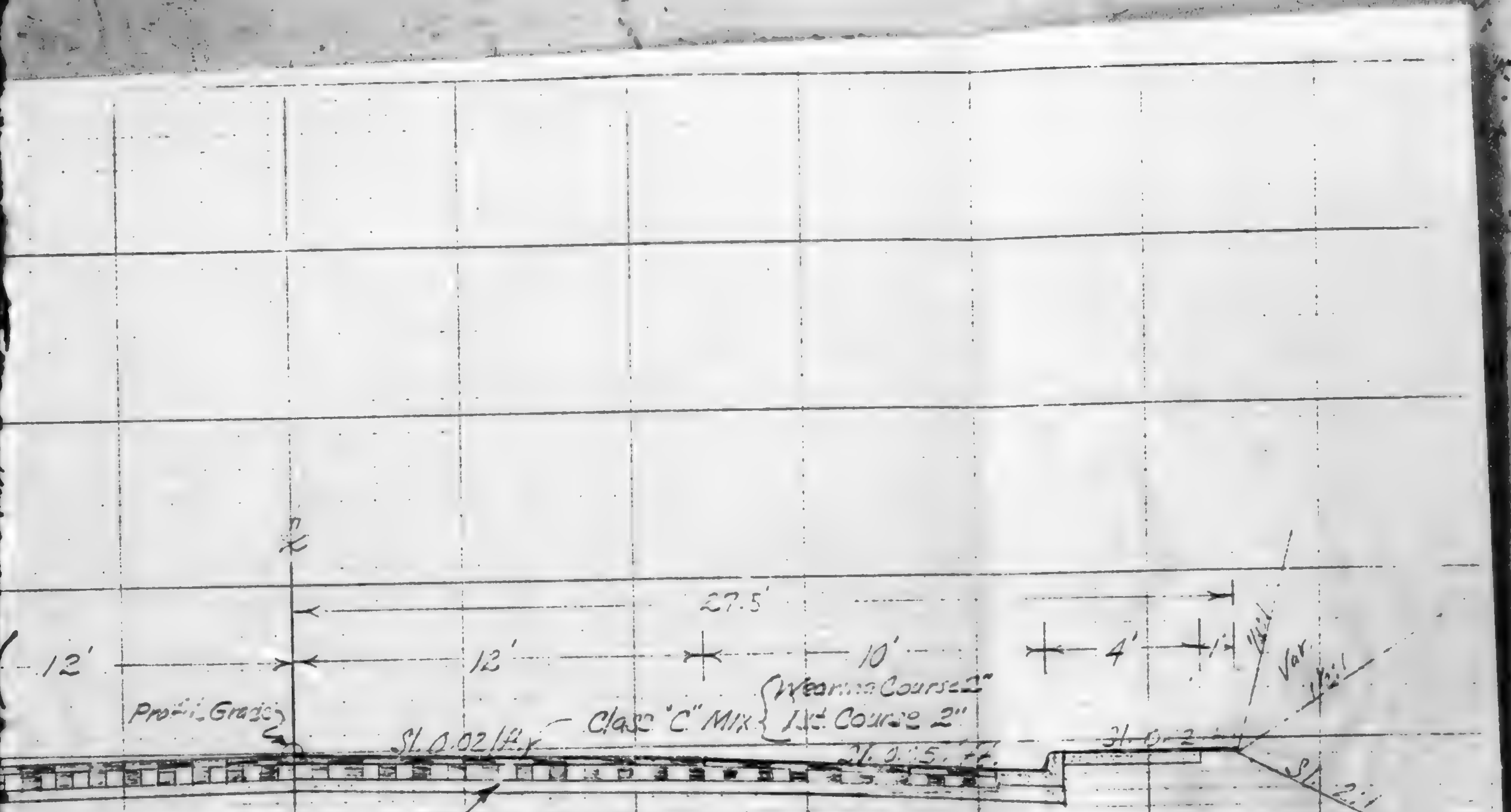
| Item | Unit | Net | 10% Allow | Amount | Price | Amount |
|---|---|---|---|---|---|---|
| Liquid Asphalt Cement in Cl. C | Per Ton | | | 18.0 | 84$^{00}$ | 1512$^{00}$ |
| Liquid Asphalt in Bit Base | Per Ton | | | 23.0 | 83$^{00}$ | 1909$^{00}$ |
| Concrete, Curb & Gutter | Lin. ft. | | | 415 | 6$^{00}$ | 2490$^{00}$ |
| Concrete Sidewalks | Sq. Yds | | | 185 | 10$^{80}$ | 1998$^{00}$ |
| | | | | Total G.D. Line | | \$22,553$^{00}$ |
| | | | | | | 1500 |
| Engineering & Contin. | | | | | | 24053$^{00}$ |
| | | | | | | 77.7 |


Monolithic Curb & Gutter
10'
12'
℄
6"
4"
Profil: Grade
Sl. 0.0
12"
24"
Plant Mix Bituminous Base
Nom Thkn. 6"



℄
27.5'
12'
12'
10'
4'
1'
Var.
Profile Grade
Sl. 0.02 /ft.
Class "C" Mix
Wearing Course 2"
1st Course 2"
Sl. 0.05 /ft.
Sl. 0.02
Sl. 2:1
Plant Mix Bituminous Base
Nom. Thkn. 6"
Plant Mix Aggregate Base
Nom. Comp. Thkn. 6"


nolithic Curb & Gutter
10'
12'
12'
6"
24"
12"
Profile Grade
Sl. 0.02'/Ft.
Plant Mix Bituminous Base
Nom. Thkn. 6"
Plant M
Nom. Con


℄
27.5'
12'
12'
10'
4'
1'
Var.
1½:1
Profile Grade
Sl. 0.02 ft/ft
Class "C" Mix
Wearing Course 2"
1st Course 2"
Sl. 0.05 ft/ft
Sl. 0.2
Sl. 2:1
x Bituminous Base
n. 6"
Plant Mix Aggregate Base
Nom. Comp. Thkn. 6"

1 of 4

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Section HWY 395 - S.W. 29th Unit ____
Highway S.W. HAILEY AVE. County UMATILLA Length ____ Mile
Prefix ____ Res. Engineer W.C. FERGUSON Date 2-23-77

LOCATION ITEMS

| Item | Unit | Net | 10% Allow | Amount | Price | Amount |
|---|---|---|---|---|---|---|
| 1) Mobilization (8%) | Lump Sum | | | ALL | | 20,000$^{00}$ |
| 2) TEMPORARY PROCTECTION AND DIRECTION OF TRAFFIC | (1 1/2) Lump Sum | | | ALL | | 3,000$^{00}$ |
| 3) TEMPORARY SIGNS | PER SQ ft. | | | 121 Sq ft. | 6$^{50}$ | 790$^{00}$ |
| TEMPORARY BARRICADES | EACH | | | 12 | 84.60 | 1,016$^{00}$ |
| FLAGMEN | PER. HOUR | | | 40 hr | 16$^{50}$ | 660$^{00}$ |
| CLEARING AND GRUBBING | Lump Sum | $200/PER | (.4 ACRE | ALL | | 80$^{00}$ |
| Ditch Excavation | PER Cu. Yd. | | | 10 | 12$^{00}$ | 120$^{00}$ |
| TRENCH Excavation | PER. Cu. Yd | | | 219 | 12$^{00}$ | 2,628$^{00}$ |
| STRUCTURAL EXC. | PER. C. Yd. | | | 340 | 12$^{00}$ | 4,080$^{00}$ |

PAGE TOTAL 32,374$^{00}$

2 of 4

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Section Hwy 395. ~ S.W. 29th Unit ____
Highway S.W. HAILEY AVE County UMATILLA Length ____ Mile
Prefix ____ Res. Engineer W.C. FERGUSON Date 2-23-77

LOCATION ITEMS

| Item | Unit | Net | 10% Allow | Amount | Price | Amount |
|---|---|---|---|---|---|---|
| GENERAL Excavation | PER Cu. Yd | | | 5015.3 | 3.$^{50}$ | 17,553$^{0}$ |
| Finishing Roadbed and Slopes | Lump Sum | | | ALL | | 2,500$^{00}$ |
| Obliteration of Old Roadway | PER Sq. Yd | | | 566 | 1$^{00}$ | 566$^{00}$ |
| Watering | PER M-GAL | | | 450 M.GALs | 8$^{00}$ | 3,600$^{00}$ |
| Aggregate Base | PER TON | | | 3405.0 | 5$^{00}$ | 17,025$^{00}$ |
| Bituminous Base | PER TON | | | 3165.3 | 12$^{00}$ | 37,984$^{0}$ |
| Class C A.C. Mix | PER TON | | | 2109.9 | 12$^{00}$ | 25,319$^{00}$ |
| | | | | | Page Total | 104,547$^{0}$ |

3 of 4

# OREGON STATE HIGHWAY DEPARTMENT
# QUANTITY SUMMARY & COST ESTIMATE

Section Hwy 395 ~ S.W. 29th Unit
Highway SW Hailey Ave County Umatilla Length Mile
Prefix Res. Engineer W C Ferguson Date 2-23-77

## LOCATION ITEMS

| Item | Unit | Net | 10% Allow | Amount | Price | Amount |
|---|---|---|---|---|---|---|
| Asphalt Cement in Mix | Per Ton | | | 137.2 | 84.00 | 11,524.0 |
| in (Bit. Base) | " | | | 174.0 | 83.00 | 14,442.0 |
| Structural Concrete | Cu. Yd | | | 60.0 | 190.00 | 11,400.00 |
| Concrete Curb & Gutter | Lin. Ft. | | | 4,285.0 | 6.00 | 25,710.0 |
| Side Walk Ramps | Each | | | 12 | 100.00 | 1200.00 |
| Concrete Sidewalks | Sq. Yds | | | 1,637.6 | 10.80 | 17,686.00 |
| Concrete Driveways | Sq. yds | (1) | | 60 | 13.80 | 828.00 |
| A.C. Driveways | Each | | | 3 | 150.00 | 450.00 |
| Reinforcing | Lump Sum | (per lb.) | (4310# @ .40/lb.) | All | | 1725.00 |
| Man Holes (New) | Each | | | 3 | 1,050.00 | 3,150.00 |
| Adjusting Manholes in Place | Each | | | 6 | 100.00 | 600.00 |
| Adjusting Water Valves | Each | | | 5 | 75.00 | 375.00 |
| Catch Basins (CG-1) | Each | | | 7 | 450.00 | 3,150.00 |
| " G2MA Inlets | | | | 2 | 450.00 | 900.00 |

4 of 4

# OREGON STATE HIGHWAY DEPARTMENT
# QUANTITY SUMMARY & COST ESTIMATE

Section Hwy 395 ~ S.W. 29th Unit
Highway S.W. HAILEY County UMATILLA Length Mile
Prefix Res. Engineer W.C. FERGUSON Date 2-23-77

## LOCATION ITEMS

| Item | Unit | Net | 10% Allow | Amount | Price | Amount |
|---|---|---|---|---|---|---|
| 12" SEWER PIPE | PER LIN. Ft. | | | 948 | 8.00 | 7,584.00 |
| FENCE TYPE CL 4 | LIN. Ft. | | | 230' | 15.00 | 3,450.00 |
| Culvert | PER LIN. Ft. | | | | | |
| Cong... | | | | | | |
| | | Total | Project | | | 241,095.00 |
| | | Less G.D. | LINE | | | |
| ENGINEERING & CONTIN. | | | | | 48 | 000 |
| Total | | | | | 289, | 095.00 |

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 459, Pendleton, Oregon. 97801

3-21-77
Survey data to Pete for submittal to Design. WES

DATE March 10, 1977

TO W.E. Schwartz,
Regional Engineer

FROM W.C. Ferguson,
Resident Engineer

SUBJECT Narrative Report
Highway 395 - S.W. 29th St.
S.W. Hailey Ave. (City of Pendleton)
Umatilla County
Location (330-1928)

This project is located on S.W. Hailey Ave., Between Highway 395 and S. W. 29th Street, in the city of Pendleton, and is 0.41 Miles in length.

The purpose of this project is to upgrade S.W. Hailey Ave. and provide better sight distance on the crest of Hailey with the main objective being a better connection with highway 395. The project utilizes existing right of way requiring no additional taking, except for a slope easement 20 feet wide, located between stations 71+50 to 75+83. The design is a 55 foot subgrade width providing 12 foot driving lanes, 10 foot parking, and curb & gutter, with 4 feet of sidewalk. The tentative base design is for 6-inches of crushed aggregate, 6-inches of Bit. base and 4-inches of A.C. The city standard is 4-inches and [illegible]-inches aggregate base.

The maximum grade is 11.23%. The design grades provide a stopping sight distance of 159 feet at the crest of Hailey Ave. which is minimum for dry pavement and 30 M.P.H. speeds. Raising the grade in the vicinity of the Forest Service Building provides access to the building and requires no right of way taking. Lowering the grade at the crest of S.W. Hailey Ave. requires constructing retaining walls along both sides and fence on the North side.

The connection between S.W. 29thStreet and S.W. Goodwin Ave. could be improved, using the same road way width and design as S.W. Goodwin, as an integral part of this project at an additional cost of approximately $23,000.00. This has been included in this survey. This change in alignment would move the intersection off the crest of the vertical curve and make a good connection with 29th street.

The new alignment provides access to 395 Southbound at the existing connection and makes the main connection at the Tutuilla Creek Road. This connection would provide better control of traffic and better access to 395 than the existing.

Both City and County agencies have gone over the costs and the construction features of this project and are in full agreement that this project is feasible and should begin as soon as possible.

It should be noted also that if this project estimate is too high for funding, that the 29th St. and Goodwin Ave, connection can be funded seperatly.

WC Ferguson

W.C. Ferguson,
Resident Engineer

WCF:tg

FAUS

**OREGON STATE HIGHWAY DIVISION**

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 4, 1976

The Honorable F. K. Starrett
Chairman, Board of Commissioners
Umatilla County Courthouse
Pendleton, OR 97801

Dear Mr. Starrett:

RE: S. W. Hailey, FAUS 3420
S. W. 29th-Pendleton/John Day Highway Section

The programing of your proposed project on S. W. Hailey, FAUS 3420, is now complete; and we will begin survey work very soon.

Mr. W. C. Ferguson, Resident Engineer, 116 S. W. 12th, Pendleton, will be in charge of the preliminary engineering. Please direct any questions you may have concerning the project to Mr. Ferguson.

Under the terms of the approved agreement, the City and County shall be responsible for compliance with the Oregon Action Plan. The City and County will also be responsible for the relocation of conflicting private and public utilities and certification of right of way. Mr. Ferguson will identify conflicts, if there are any, with utilities and right of way for your review.

The environmental assessment has been classed as Category 3, non-major, which requires very little, if any, citizen participation. Enclosed is an approved copy for your records. A copy of pages 51 and 52 of the Oregon Action Plan showing the required involvement of citizens is also included.

Sincerely,

Roger C Lang
Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm
Enclosures
cc: J. R. Molsness
Carlos Van Elsberg
R. H. Prange
W. C. Ferguson
Verne Allen
Harlin Gerlach

RECEIVED
COUNTY & CITY SECTION
OCT 5 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

Form 81-734-3122

F-415

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-3420(1)

STATE PROJECT NO. See Below

FROM: 9-13-76
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-89

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>9-13-76 | FEDERAL ROUTE NUMBER<br>FAU 3420<br>STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:
"SW 29th St.-Pendleton/John Day Hwy. Section"
(City Street - SW Haily Ave. - Pendleton)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, Grade, Drain, High Type Pavement
(Code 6201 Miles 0.41)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Utility Preparatory work at an est. cost of 14,500 - Fed. Funds 12,430
☒ OTHER *(Specify)* Program Approval

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rullen's 8-9-76 letter I approve the subject project for inclusion in the Federal-aid Program.

Also as requested you are authorized to proceed with the work as shown above.

RECEIVED
COUNTY & CITY SECTION
SEP 16 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

| | | |
|---|---|---|
| DATE<br>9-13-76 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-893

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

**FEDERAL-A**

8-9-76

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>City St. S.W. Hailey Ave. (Pendleton)<br>21 65 | **ADT** | PRESENT<br>3,300 | FUTURE<br>4,900<br>(66) (70 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E., Gr., Dr., H.T. Pave.<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | (7 |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME |
| | NAME OF URBAN AREA<br>Pendleton<br>17-31 | ROUTE NO. U<br>FEDE |

ESTIMATED PRO

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK<br>CLASS | WORK<br>TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FU |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE**<br>TOPICS | | City St. US 395 - S.W. 29th St. (S.W. Hailey Ave., Pendleton) | 0.41 | 14,500 | 12,4 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>TOPICS<br>6201 | | "S.W. 29th St.-Pendleton/John Day Hwy. Section" | 0.41 | 225,500 | 193,3 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD<br>1 | CODE<br>1 | PREPARED BY | C.L. | PROJECT TOTALS | 0.41 | 240,000<br>(16) (23) | 205,7<br>(24) |
| 1 | 14 | PROGRAM APPROVAL DATES<br>SEP 13 1976<br>FHWA OREGON DIVISION | | | | |

## FEDERAL-AID PROGRAM DATA

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **ADT** | PRESENT<br>3,300 | FUTURE<br>4,900 | YEAR<br>96 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>W32 | ITEM NO.<br>89 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M- | NUMBER SEQ. NO.<br>3420(1) | I. Projects Only<br>POST MI. | DESIG. |

COUNTY NAME Umatilla CODE 059

ROUTE NO. U FEDERAL-AID 3420 STATE City St. U.S. ---

PROGRAM STAGE ☐ 1 OR ☒ 2

| MILES | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|
| 0.41 | 14,500 | 12,430 | 1,035 | 497 (Co.)<br>538 (City) | |
| | | | | | |
| 0.41 | 225,500 | 193,340 | 16,080 | 7,718 (Co.)<br>8,362 (City) | ROW-60' Normal;<br>Access Control-None;<br>Parking Restrictions-<br>None. |
| 0.41 | 240,000 | 205,770 | 17,115 | 17,115 | |

RECEIVED
COUNTY & CITY SECTION
SEP 16 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

-OVER-

## S.W. 29TH ST.-PENDLETON/JOHN DAY HWY. SECTION
## PROJECT NO. M-3420(1)

Existing Facility: 25-foot roadway with 2 to 3-foot gravel shoulders.

Adjacent Sections:

W. End -- 25-foot roadway with 2 to 3-foot gravel shoulders.
E. End -- Connection with the Pendleton-John Day Hwy., FAP 30.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including preliminary engineering by utility forces.
2) Construct 44-foot curbed roadway with 4-foot sidewalk/bikeway, which work consists of grade, drain, high-type pavement, signing and striping necessary to widen the existing facility with minor realignment of the connection to the Pendleton-John Day Highway. Utility adjustments required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on April 20, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District 12 Clearinghouse A-95 review letters of approval dated June 10, 1976 and June 21, 1976, respectively.

FHPM 7-7-5 Requirements:
(a) Public Hearings -- None required under Oregon Action Plan.
(b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

8696

8

PRO 6-2

August 9, 1976

**TO:** G. L. Green, Division Adm.
Federal Highway Administration

**FROM:**
L. W. Rulien
Program Management Engineer

**SUBJECT:** Program Data Submission
Project No. M-3420(1)

We are submitting program data for one project, Item No. 89, Project No. M-3420(1), "S.W. 29th St.-Pendleton/John Day Hwy. Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. and E. approval at an estimated total cost of $14,500 with an obligation of $12,430 in federal funds.

CL:bb

cc: W. E. Schwartz (Region 5)
G. Zehner

|  |  |  |
|---|---|---|
| MONTHLY TRANSACTION NO. | FORM PR-1 (REV. 4-61) | **FEDERAL-A** |
| DATE SUBMITTED TO W. O. | 8-9-76 |  |

| CARD 2 | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | **ADT** | PRESENT | FUTURE |
|---|---|---|---|---|---|
|  | 1 | City St. S.W. Hailey Ave. (Pendleton) |  | 3,300 | 4,900 |
|  | (16) (20) | 21 65 |  | (66) | (70 |

| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PE |
|---|---|---|---|---|---|---|---|---|
|  | P.E., Gr., Dr., H.T. Pave. |  |  |  |  |  |  |  |
|  | 28 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74 |

| CARD 4 | CLASS OF FEDERAL FUNDS | COUNTY NAME |
|---|---|---|
|  | Urban System |  |
|  | NAME OF URBAN AREA | ROUTE NO. U |
|  | Pendleton | FEDER<br>3 |
|  | 17-31 |  |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJ<br>TOTAL ESTIMATED COST | FEDERAL FUN |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 |  | (54) (58) | (59) (66) | (67) |
| 5 |  |  |  |  | **PE**<br>TOPICS |  | City St. US 395 - S.W. 29th St. (S.W. Hailey Ave., Pendleton) | 0.41 | 14,500 | 12,43 |
| 5 |  |  |  |  | **ROW** |  |  |  |  |  |
| 5 |  |  |  |  | **CONST** (CODE)<br>TOPICS<br>6201 |  | "S.W. 29th St.-Pendleton/John Day Hwy. Section" | 0.41 | 225,500 | 193,34 |

| CARD 1 | CODE 1 | PREPARED BY C.L. | PROJECT TOTALS | 0.41 | 240,000 | 205,77 |
|---|---|---|---|---|---|---|
| 1 | 14 | PROGRAM APPROVAL DATES |  |  | (16) (23) | (24) |

# FEDERAL - AID PROGRAM DATA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **ADT** | PRESENT<br>3,300 | FUTURE<br>4,900 | YEAR<br>96 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>W32 |

| ITEM NO. |
|---|
| 89 |

| UPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | M- | 3420(1) | | | |

I. Projects Only

| COUNTY NAME | CODE |
|---|---|
| Umatilla | 059 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| U | 3420 | City St. | --- |

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|
| 0.41 | 14,500 | 12,430 | 1,035 | 497 (Co.)<br>538 (City) | |
| | | | | | |
| 0.41 | 225,500 | 193,340 | 16,080 | 7,718 (Co.)<br>8,362 (City) | ROW-60' Normal;<br>Access Control-None;<br>Parking Restrictions-None. |
| 0.41 | 240,000 | 205,770 | 17,115 | 17,115 | |

REMARKS

-OVER-

# S.W. 29TH ST.-PENDLETON/JOHN DAY HWY. SECTION
## PROJECT NO. M-3420(1)

Existing Facility: 25-foot roadway with 2 to 3-foot gravel shoulders.

Adjacent Sections:

W. End -- 25-foot roadway with 2 to 3-foot gravel shoulders.
E. End -- Connection with the Pendleton-John Day Hwy., FAP 30.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including preliminary engineering by utility forces.
2) Construct 44-foot curbed roadway with 4-foot sidewalk/bikeway, which work consists of grade, drain, high-type pavement, signing and striping necessary to widen the existing facility with minor realignment of the connection to the Pendleton-John Day Highway. Utility adjustments required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on April 20, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District 12 Clearinghouse A-95 review letters of approval dated June 10, 1976 and June 21, 1976, respectively.

FHPM 7-7-5 Requirements:
(a) Public Hearings -- None required under Oregon Action Plan.
(b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

FAUS

**OREGON STATE**
**HIGHWAY DIVISION**

Region 5 Office

W. E. Schwartz
Regional Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 11, 1976

The Hon. F. K. Starrett, Chairman
Umatilla County Board of Commissioners
Courthouse
Pendleton, Oregon 97801

Dear Chairman Starrett:

Pursuant to the approved Urban System Project Agreement, paragraph 3 b, Section V, page 7, the Highway Division is now asking for an advance deposit of $865.00. This deposit covers 11% of the estimated preliminary engineering, 54% of the local match.

Your early return of the deposit will get us a step closer to starting the work. Please make the check payable to the Highway Division and return to me.

Also enclosed is an approved copy of the environmental assessment showing the section as a Category 3 project of Non-Major action.

Sincerely,

RC Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Enclosure

cc Rudy Enbysk
Carlos Van Elsberg
Richard Unrein
W. C. Ferguson

RECEIVED
COUNTY & CITY SECTION
JUN 14 1976
☐ ENGR. ☐ COMM. ☐ CE ☐ AE ■ RE
☒ UPE ☒ CE ☐ RE ☐ UPE ☐

Form 81-734-3123

8696

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

June 15, 1976
S 395-SW 29th (Pendleton)
endleton City St.
matilla County

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

~~. S. Coulter~~
. B. Klaboe
. E. Terpin
. B. Boyd
. E. Royer
. H. Versteeg
ary Potter
. N. Hopkins, Co-City
. L. Gifford
. E. Swan
. E. Schwartz
. W. Oswald
eronautics Division

RECEIVED
COUNTY & CITY SECTION
JUN 11 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: U.S. 395 - S.W. 29th

DATE: 6/10/76

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

7605 2 360

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JUN 15 '76
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

Ben/X

Noted

BEN GIFFORD

5-7-76

PNRS #2

8696

9

June 1, 1976

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: Jessie M. Ball
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5663

Gentlemen:

Attached for your files is a fully executed copy of an Urban System Project Agreement covering the improvement of the S.W. 29th Street-Pendleton-John Day Highway (Pendleton) Section of S.W. Hailey Avenue, FAU 3420.

We are sending a fully executed copy of this agreement to the City of Pendleton and we are also retaining a copy for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

FAUS

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
May 24, 1976

RC Lang

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: Richard Unrein ✓
Urban Engineer
County-City Unit

SALEM

SUBJECT: Project Agreement
S. W. Hailey Avenue
S. W. 29th Street-Pendleton-
John Day Highway Section
FAU Route 3420

Attached are four copies of Urban System Project Agreement which have been executed by the City of Pendleton and the Umatilla County Board of Commissioners. Also attached is Resolution No. 950 authorizing the city to enter into the agreement.

Please furnish a fully executed copy to the city and county when they are available.

RECEIVED
COUNTY & CITY SECTION
MAY 25 1976
☑ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

RCL:je
Attachments

cc: Rudy Enbysk, City Manager
F. K. Starrett, Umatilla County

8696

8

1859

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

PRO 6-2

May 7, 1976

TO
Executive Department
Federal Aid Coordination Unit

East Central Oregon Association
of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

FROM
George N. Hopkins
George N. Hopkins
Asst. Project Management Engineer

SUBJECT
Notivce of Intent for Federal Aid Funds
State Administration District No. 12
U.S. 395 - S.W. 29th (S.W. Hailey St., Pendleton)
Pendleton City Street
Umatilla County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be June 11, 1976.

Attachments

BLG:re

cc: G. L. Green, FHWA
E. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Division

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
MAY 7 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8) PNRS # | Page One |

| | | |
|---|---|---|
| 02 | 12) APPLICANT [45<br>State Highway Division | 46) DIVISION [79<br>Department of Transportation |
| 03 | 12) APPLICANT ADDRESS STREET [45<br>State Highway Building | 46) CITY [60<br>Salem<br>76) ZIP [80<br>97310 |
| 04 | 12) CONTACT PERSON [45<br>L. W. Rulien | 46) AREA CODE [48<br>503<br>49) PHONE [55<br>378<br>56) EXTENSION [59<br>6563 |
| 01 | 12) PROJECT TITLE [71<br>US 395 - S.W. 29th (S.W. Hailey St., Pendleton) District 12 | |
| 11 | 12) PROJECT LOCATION—CITY<br>Pendleton<br>City Street | PROJECT LOCATION—COUNTY<br>Umatilla<br>PROJECT LOCATION [79<br>SEC: -- T: 2N R: 32E |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project approx. 0.4 mile in length involves preliminary [71

06 12) engineering, grading, paving and incidental work to improve the existing street: [71

07 12) S.W. Hailey St., from S.W. 29th to U.S. Highway 395. [71

08 12) (See Attachment) [71

09 12) [71

10 12)

| 12 | AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|---|
| | 12) (A) Grant [19 | 20) (B) Other [27 | 28) (C) State [35 | 36) (D) Local [43 | 44) (E) FUNDS [51 | 52) (F) FUNDS [60 |
| | 187,200 | | 26,400 | 26,400 | | 240,000 |

| | | |
|---|---|---|
| 13 | 12) TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46) TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12) FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12) FEDERAL AGENCY NAME [45<br>U.S. Department of Transportation | 46) FEDERAL SUB-AGENCY NAME [79<br>Federal Highway Administration |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| ☒ 12 | ☐ 13 | ☐ 14 | ☐ 15 | ☐ 16 | ☐ 17 | ☐ 18 | ☐ 19 | ☐ 20 |

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| ☒ 21 | ☐ 22 | ☐ 23 | ☐ 24 | ☐ 25 | ☐ 26 | ☐ 27 | ☐ 28 |

| (C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? | (D) REVIEW REQUIRED by A-95 | (E) ENVIRONMENTAL IMPACT | (F) HOUSING RELOCATION REQUIRED |
|---|---|---|---|
| Yes ☒ 29 No ☐ 30 Date: May 7, 1976 | Yes ☒ 31 No ☐ 32 | Yes ☐ 33 No ☒ 34 | Yes ☐ 35 No ☒ 36 |

| (G) ESTIMATED APPLICATION FILING DATE: | 41) MONTH [42 | 43) DAY [44 | 45) YEAR [46 |
|---|---|---|---|
| | June | 11 | 1976 |

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 7, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

17(e) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed as an Urban System Project by the City of Pendleton in cooperation with the State Highway Division and Federal Highway Administration.

(See Attachment)

FAUS

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 28, 1976

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
SW Hailey St. Improvement
US 395 to SW 29th
Umatilla County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

APPROVED
E S Hunter
E. S. Hunter
Date 4-29-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald

RECEIVED
STATE HWY ENGR
APR 28 '76
REFER TO
FOR
Info Inves R/O D/R Sign Act File

RECEIVED
COUNTY & CITY SECTION
MAY 4 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 20, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project M-3420(-)
SW Hailey Street Improvement
US 395 to SW 29th
Umatilla County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's April 20 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

PROJECT MANAGEMENT
APR 26 '76
REFER TO
Ben R
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
STATE HWY ENGR
26 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy [illegible]
4-26-76

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

CATEGORY 3 PROJECT
non major

M-3420(-)

Date April 16, 1976

## A. PROJECT IDENTIFICATION

Name of Project S.W. Hailey Street Improvement; U.S. Highway 395 to SW 29th
(Section)

Location of Project - CITY STREET ~~Pendleton-John Day~~ (Highway Name) FAU-3420 ~~US 395~~ (Highway No., US - ORE)

Pendleton (City) Umatilla (County) 5 (Region)

Program Federal Urban System (Funding) $237,381.00 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Improve existing street intersection and to widen street to accommodate and improve traffic flow.

Origin and History: Project originated through citizen input to City Manager and City Engineer. Improvement of street is included in planned Comprehensive Street Improvements for the City of Pendleton.

## C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 2,150 L.F.

Termini From intersection of Highway 395 west to SW 29th Street.

Alignment (new or existing) Hailey Avenue, except for portion to be relocated in City property, recently acquired from State for use to relocate street.

RECEIVED
COUNTY & CITY SECTION
MAY 4 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ OE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

Form (2)9-74

## Description of Project (cont

Right-of-Way (acreage and type of land use) Routes to be provided over existing city and county right-of-way.

Typical Section Two travel lanes, two parking lanes, 2 sidewalks.

Bikeway Not included in project.

Structures Not applicable

Additional Facilities Traffic control to be established in conformance with Manual on Uniform Traffic Control.

Access Control Not applicable

Materials P.C.C. curbs, sidewalks, asphaltic concrete base and surfacing. Contractor to furnish from private sources.

Borrow and Waste Disposal No problems anticipated. Adequate City-owned waste disposal areas are available in the area.

Special Construction Methods None anticipated.

Characteristics (ADT) 3,300 from "1980 General Plan of Highway and Street Improvements for Pendleton, Oregon" dated August 1973.

Other General Information (or Supplemental information to items)

Provisiions for traffic will be maintained throughout construction.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Overhead structure to realign Tutuilla Road through the cemetery. (Cost and environmental considerations make this alternative unreasonable.)

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) City Council and City Budget Committee discussion of need for project and allocation of City match.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required There will be an opportunity for the public to comment on the project.

Type__________ Tentative Date(s)__________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted__________ Date Received__________

Expected Coordination with Local, State and Federal Agencies

Full coordination with local, state and federal agencies.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation__________

## F. STATUS OF PROJECT DEVELOPMENT

**OSHD**

Status Date

☐ Survey Authorization______________

☐ Reconnaissance______________

☐ Field Location______________

☐ Office Location______________

☐ Field Prel. Design______________

☐ Office Prel. Design______________

☐ Final Design______________

☐ Contract Plans______________

**FHWA**

Status Date

☐ Systems Planning______________

☐ Prel. Engineering______________

☐ Corridor Approval______________

☐ Design Approval______________

☐ Plans, Specifications and Estimates Approval______________

## G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Hailey Avenue is located along a hillside above the City of Pendleton. Vegetation is sparse, consisting mainly of bunch grass and a few scattered shrubs. The crest of the hill is on the north side of the street. The steep slope is not especially suitable for building sites. A school, U.S. Forest Service building, and single-family dwellings occupy the flattened slopes at and near the summit. The urban environment is not conducive to wildlife. The principal wildlife in the immediate area is probably the Chinese pheasant. Thse birds are frequently seen along the roadside. Project lies completely within an urban setting.

## Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

There will be a minor increase in noise and air pollution during construction. No permanent increase is anticipated because of this project.

The project is located within an urban environment. Hailey Avenue functions as a collector street, linking a residential area with a major arterial (Pendleton-John Day Highway). Some commercial activity is located on Hailey near the highway intersection; a service station and cafe are on the south side. A church is also located near the intersection. Utilities that might be affected by construction activities include two underground telephone cables, an 8" sewer line, a 16" water line and power.

## H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Project is entirely within existing right-of-way.

Consequences:

2. Estimated Changes in Traffic Patterns:

No changes.

Consequences:

## Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None identified.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

No controversial issue is anticipated.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      Not applicable

   b. Noise Standards

      Not applicable

   c. Water Quality Standards

      Not applicable

## I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

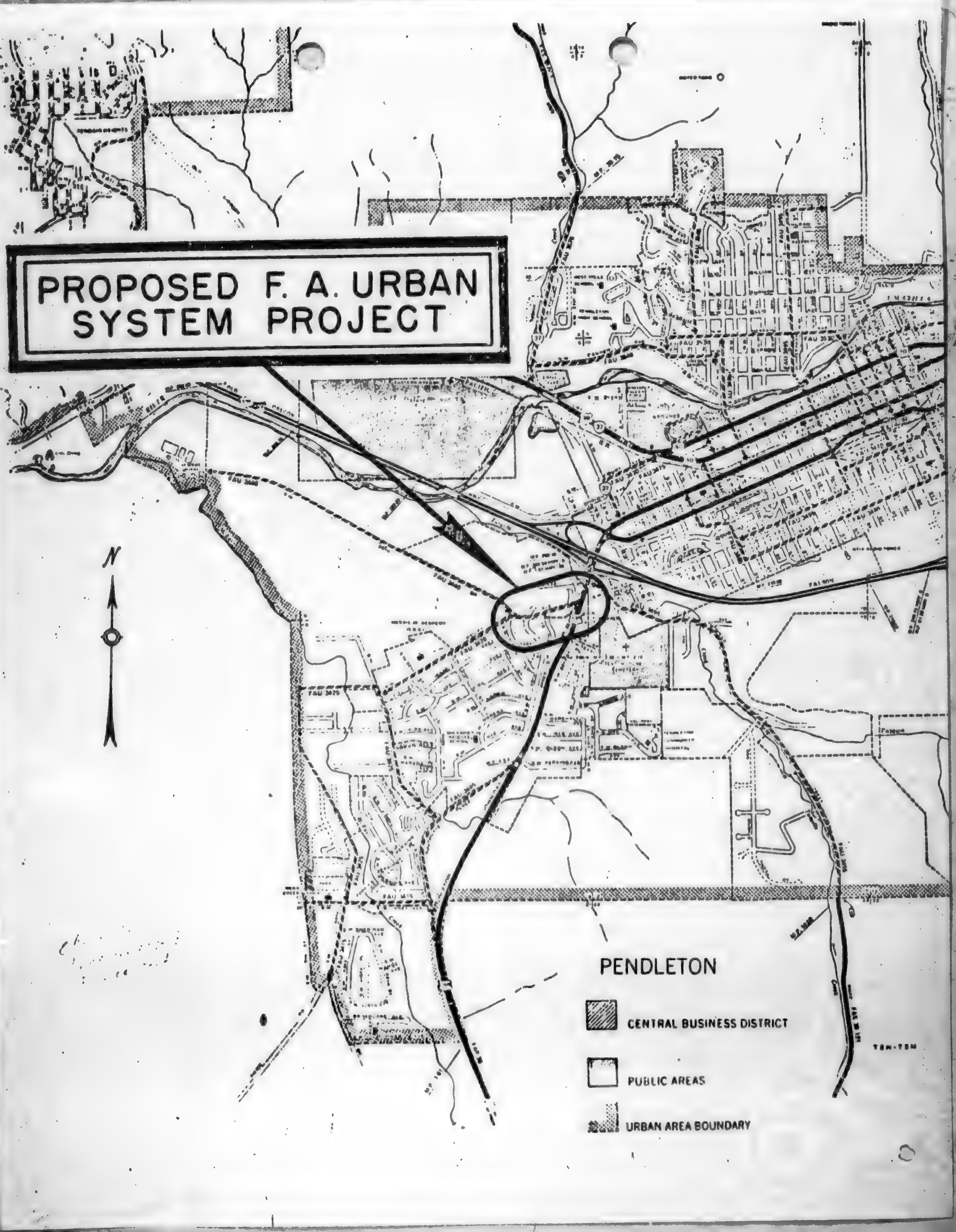
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________



PROPOSED F. A. URBAN SYSTEM PROJECT

N
PENDLETON
▨ CENTRAL BUSINESS DISTRICT
☐ PUBLIC AREAS
URBAN AREA BOUNDARY

Jana

**OREGON STATE**
**HIGHWAY DIVISION**
W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850
Telephone 963-3177

April 27, 1976

Re: FAUS Project Agreement
S. W. 29th St.-Pendleton-John Day Highway
S.W. Hailey Avenue, FAU 3420
City of Pendleton
Umatilla County

Rudy Embysk
City Manager
City Hall
Pendleton, Oregon 97801

Dear Mr. Embysk:

Attached are six copies of the proposed project agreement for the S.W. Hailey Avenue project.

Please examine the document carefully and, if found to be correct, present the documents to the mayor and city recorder for execution. Also, as this is a tri-party agreement, please convey the documents to the County Board of Commissioners for their execution and attestment by the county clerk.

Upon full execution by the city and county, please return the four bound copies to me for further processing. The two unbound copies are for the city and county records until a fully executed copy is furnished.

Do not hesitate to contact me if you have any question.

Sincerely,

R.C Lang by je

R. C. Lang
Regional Federal Aid Engineer

Unrein

RCL:je
Attachments

cc: Umatilla County Board of Commissioners
Richard Unrien
W. C. Ferguson

RECEIVED
COUNTY & CITY SECTION
APR 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 20, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project M-3420(-)
SW Hailey Street Improvement
US 395 to SW 29th
Umatilla County
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's April 20 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

RECEIVED
STATE HWY ENGR
APR 26 '76
REFER TO
Rulien
FOR
Info Inves R/O D/R Sign Act File

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4-26-76

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**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 23, 1976

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
MAR 3 0 1976

SUBJECT Federal Aid Urban System Project Requests and Project Cancellation

Presented for your consideration at the March 30 meeting will be four requests for approval of Urban System projects and one request to cancel a previously approved Urban System project.

The City of Albany is requesting cancellation of the previously approved Queen Avenue improvement from Broadway Street to Pacific Boulevard.

A $127,000 project to improve pedestrian safety in the downtown shopping mall is the request from the City of Ontario.

Oregon City is requesting a $46,000 traffic signal project at the intersection of 10th Street and Main Street.

A $238,000 project to realign and improve S. W. Hailey Avenue is being requested by the City of Pendleton and Umatilla County.

The City of Portland is requesting a $120,000 preliminary engineering project to prepare final plans for construction of a four-lane structure and street widening on S. E. Holgate Boulevard.

Federal Urban System funds for these projects are estimated at $414,200 with the State providing approximately $58,400 in match funds and an equal amount being contributed by the involved local unit of government.

These projects have been investigated and are eligible for funding under the Federal-aid Urban System program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Attachment
bc: C. W. Head w/att.
G. M. Baldwin w/att.
E. S. Hunter w/att.
R. L. Schroeder w/att.
H. S. Coulter
E. L. Hardt w/att.
C. O. Fredrickson w/att.
W. E. Schwartz w/att.
L. W. Rulien
D. N. Harwell
George Bell w/att.

GEZ:sch dpy

## SUMMARY
## PROPOSED URBAN SYSTEM PROJECTS

| Jurisdiction | Section | Total Cost | Federal Funds | State's Share |
|---|---|---|---|---|
| Albany | Broadway St.-Pacific Blvd.<br>Queen Ave., FAU 2820 | CANCELLATION | | |
| Ontario | W. Idaho Ave.-S. W. 4th Ave.<br>S. W. 1st St., FAU 5755 and<br>S. W. Oregon St., FAU 5765 | $127,000 | $ 99,000 | $14,000 |
| Oregon City | 10th St. (FAU 0315) at Main St. | 46,000 | 36,000 | 5,000 |
| Pendleton | S. W. 29th St.-Pendleton-John Day Hwy.<br>S. W. Hailey Ave., FAU 3420 | 238,000 | 185,600 | 26,200 |
| Portland | S. E. 17th Ave.-S. E. 28th Ave.<br>S. E. Holgate Blvd., FAU 0620 | 120,000 | 93,600 | 13,200 |
| | TOTAL | $531,000 | $414,200 | $58,400 |

76-c
3/16/76

CITY OF PENDLETON
Proposed Urban System Project

S. W. 29th St.-Pendleton-John Day Hwy. (Pendleton) Section
S. W. Hailey Ave., FAU 3420
Grade, Pave, Drain, Sign and Stripe
0.41 mile
$238,000

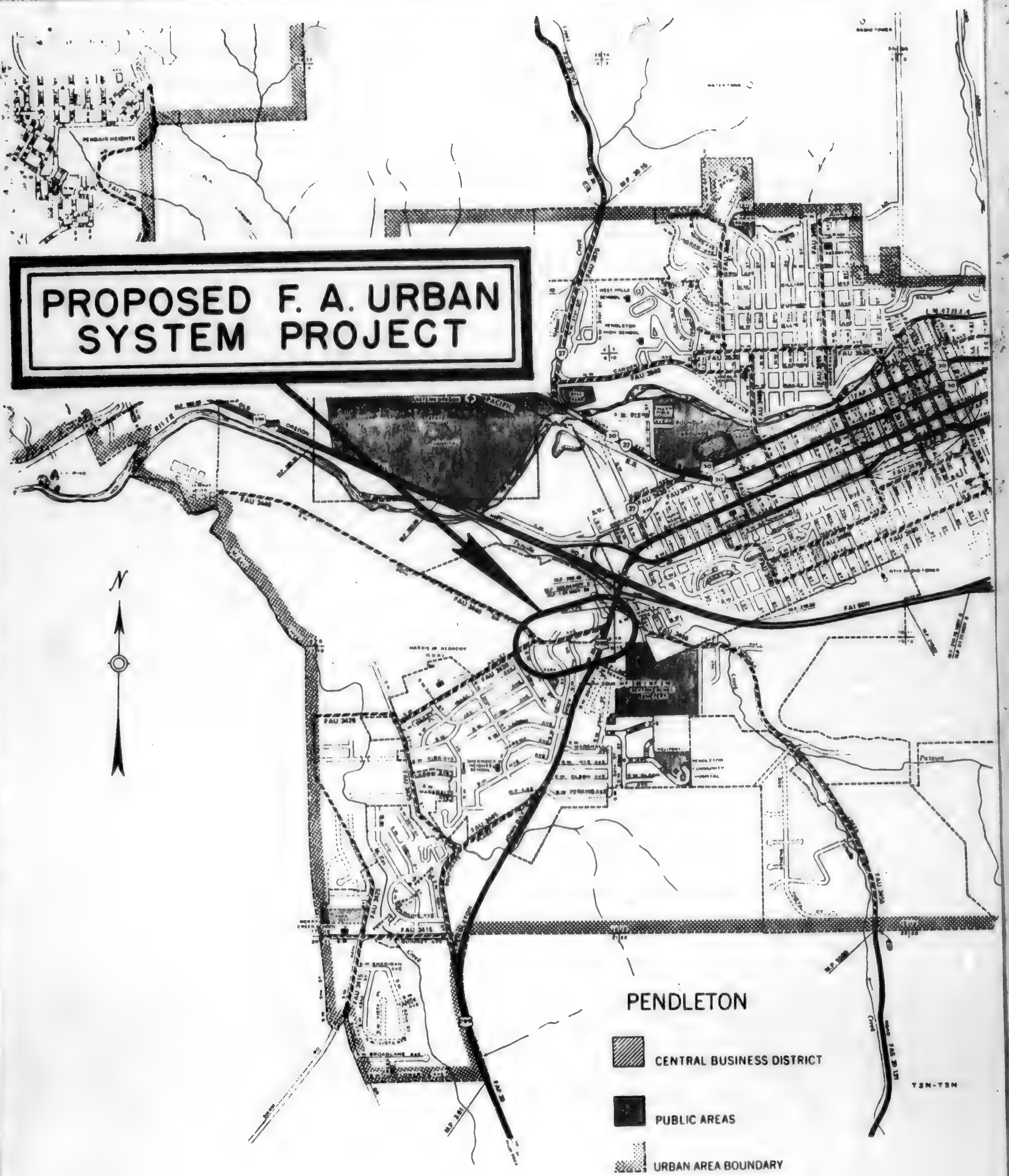
This project involves widening and improving S. W. Hailey Ave. to a 44-foot curbed street section and realigning S. W. Hailey Ave. to intersect the Pendleton-John Day Hwy. opposite Tutuilla Creek Road.

Perform all necessary engineering.

Provide sidewalks.

Provide signing and striping.

76-c
3/16/76



PROPOSED F. A. URBAN SYSTEM PROJECT

N
PENDLETON
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
T2N-T3N
PENDAIR HEIGHTS
FAU 3425
FAU 3415
FAU 3410
FAU 3420
FAU 3400

faus

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

March 8, 1976

FROM: R. C. Lang R. C. Lang by je
Regional Federal Aid Engineer

TO: George Hopkins
Project Development Engineer

SALEM

SUBJECT: Proposed FAUS Project
Hwy. 395-S.W. 29th Section
S.W. Hailey, Route 3420
Pendleton

Attached is copy of letter, project application, environmental assessment and cost estimate sheets submitted by the city of Pendleton concerning the above project.

The city is requesting the Highway Division to perform both preliminary and construction engineering. An Authority for Survey is included.

Also included is a project priority listing approved by the City Council. Indications are the County Board of Commissioners will approve the listing this week. Their approval will be forwarded when received.

NOTE
Co.
Signed
Project
Request

Please advise if further information is required to program the project.

CITY - $109,129 - 46%
COUNTY - 128,252 - 54%
TOTAL $237,381 - 100%

3-12-76
SURVEY AUTHOR. TO TERPIN
ENV. ASSESS. TO POTTER
233

RCL:je
Attachments

cc: Rudy Enbysk
John R. Molsness
Board of Commissioners
Carlos Van Elsberg
W. C. Ferguson

RECEIVED
COUNTY & CITY SECTION
MAR 10 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT

MAR -9 '76

REFER TO:
H

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  | ✓ |  |  |  |

Form E-30 (Rev. 9-71)

F-415

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Pendleton-
Section (Highway 395-S. W. 29th )
Highway S.W. Hailey, City of Pendleton FAU 3420
County Umatilla

Date March 8, 1976
Authorization No. 1
Survey Prefix 330-1928 (Assigned by Salem office)

Description of termini, route, length, etc.:

0.11 mi

From Highway 395 (Highway 28) to S.W. 29th on S.W. Hailey.

RECEIVED
COUNTY & CITY SECTION
SEP 21 1976
☐ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☑ RPE ☐

Purpose of survey:

To prepare plans, specifications and cost estimates.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 10,000 |
| Plans | 905 | 1,000 |
| Soils | 910 | 3,000 |
| Project. Mgt. | 920 | 100 |
| Specifications | 921 | 400 |

M-3420 (1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $14,500
Previous authorization . . . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) .

Requests made by: R C Lang
~~Field~~ Federal Aid Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

F.A. APP. 9-13-76
FED. AID FAUS STATE

RECEIVED
SEP 17 1976
DOT FINANCE BRANCH

**THE CITY OF PENDLETON**

P. O. BOX 190
PENDLETON, OREGON 97801

March 4, 1976

☐ RE ☐ RCE ☐ RDE ☐ RME
☐ ROE MAR 5 1976 ☒
☐ RDE RECEIVED ☐
REGIONAL OFFICE

State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Attention: Mr. Roger Lang:

Gentlemen:

Subject: City of Pendleton - FAU Priority List:

At its Council meeting of March 2, 1976, the City of Pendleton, City Council approved the attached list of projects for FAU priority.

It is understood that the County will be submitting a letter very soon that also approves this same priority list.

Please let us know if there are any questions regarding our FAU project application.

Yours very truly,

Jack

John R. Molsness
Public Works Director

JRM:mah
cc: County Commissioners
Carlos Van Elsberg, County Roadmaster
City Manager
Enc.

©
THE WORLD'S ROUND-UP CITY

February 13, 1976

## SUGGESTED PRIORITY LIST
## OF FUTURE FAU PROGRAM STREET PROJECTS

| | | | FAU NO. |
|---|---|---|---|
| 1. | S. W. Hailey | 395 to S. W. 29th | FAU 3420 |
| 2. | S. W. Hailey | S. W. 29th to S. W. 37th | FAU 3420 |
| 3. | S. W. 4th | S. W. Court to S. W. Hailey | FAU 3495 |
| 4. | S. W. 37th | Southgate Drive to S. W. Hailey | FAU 3425 |
| 5. | New Bridge | Between S.W. 4th & N. W. 5th | FAU 3495 |
| 6. | S. W. Hailey Ext. | S. W. 37th to West | FAU 3425 |
| 7. | S. W. 44th | S. W. Hailey Ext. to S. W. Quinney | FAU 3425 |
| 8. | S. W. Quinney | Southgate Dr. to S. W. 44th | FAU 3415 |
| 9. | S. W. Hailey | S. W. 7th to S. W. 13th | FAU 3495 |
| 10. | S. E. Goodwin | S. E. 6th to S. E. 10th | FAU 3460 |

TO: Mayor and City Council February 26, 1976
FROM: Public Works Director
SUBJECT: Priority Project List - Federal Aid Urban System

The City and County have been informed by the State Highway Division that a priority list for future FAU projects must be submitted to them. (See attached letter) This list is required by the Federal Transportation Administration at this time before they will complete their review of our current FAU Project request.

The following list of projects is for the Council's consideration in order to satisfy their request. As the letter from the State Highway Division indicates, the list may be revised at a later date upon concurrence of both the County and the City. This list has been discussed with the County and they have indicated informal approval.

It is requested that the Council consider approval of this list which, after County approval, would be forwarded to the State Highway Division.

## SUGGESTED PRIORITY LIST OF FUTURE FAU PROGRAM STREET PROJECTS

February 13, 1976

| | | | FAU NO. |
|---|---|---|---|
| 1. | S. W. Hailey | 395 to S. W. 29th | FAU 3420 |
| 2. | S. W. Hailey | S. W. 29th to S. W. 37th | FAU 3420 |
| 3. | S. W. 4th | S. W. Court to S. W. Hailey | FAU 3495 |
| 4. | S. W. 37th | Southgate Drive to S. W. Hailey | FAU 3425 |
| 5. | New Bridge | Between S. W. 4th and N. W. 5th | FAU 3495 |
| 6. | S. W. Hailey Ext. | S. W. 37th to West | FAU 3425 |
| 7. | S. W. 44th | S. W. Hailey Ext. to S. W. Quinney | FAU 3425 |
| 8. | S. W. Quinney | Southgate Drive to S. W. 44th | FAU 3415 |
| 9. | S. W. Hailey | S. W. 7th to S. W. 13th | FAU 3495 |
| 10. | S. E. Goodwin | S. E. 6th to S. E. 10th | FAU 3460 |

1859

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

**OREGON STATE**
**HIGHWAY DIVISION**

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

February 17, 1976

Re: Priority Project List
FAUS

Rudy Enbysk
City Manager
City Hall
Pendleton, Oregon 97801

Dear Rudy:

As stated in our telephone conversation of February 13, 1976, it is necessary that local governments within the FAUS Boundaries identify proposed projects to be funded by FAU monies in priority listing.

The Highway Division recognizes the fact that priorities may need to be revised in order to meet the needs of the public. The priority listing may be revised at any time in the future by submitting a new priority list concurred in by the city and county.

Sincerely,

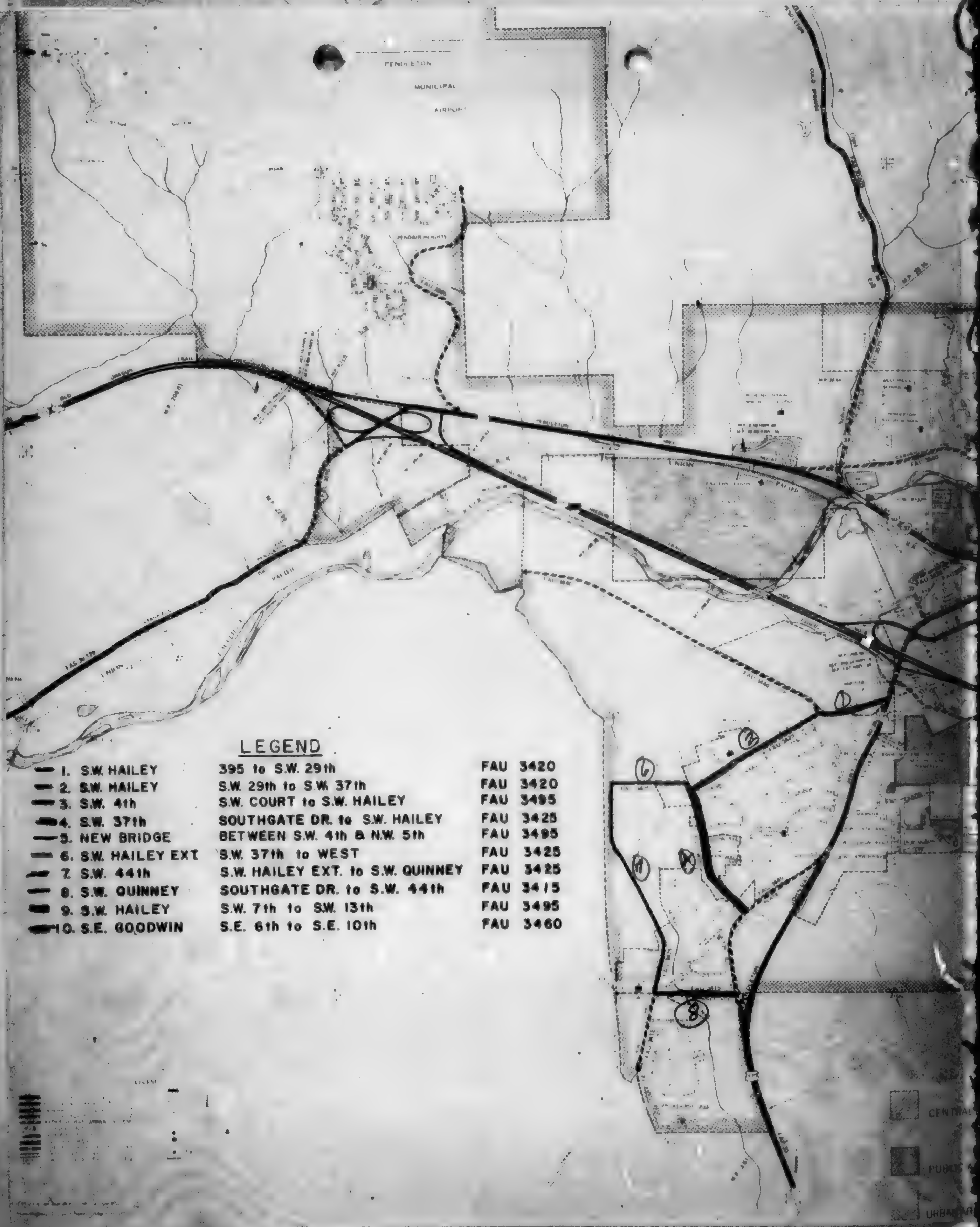
R. C. Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:je

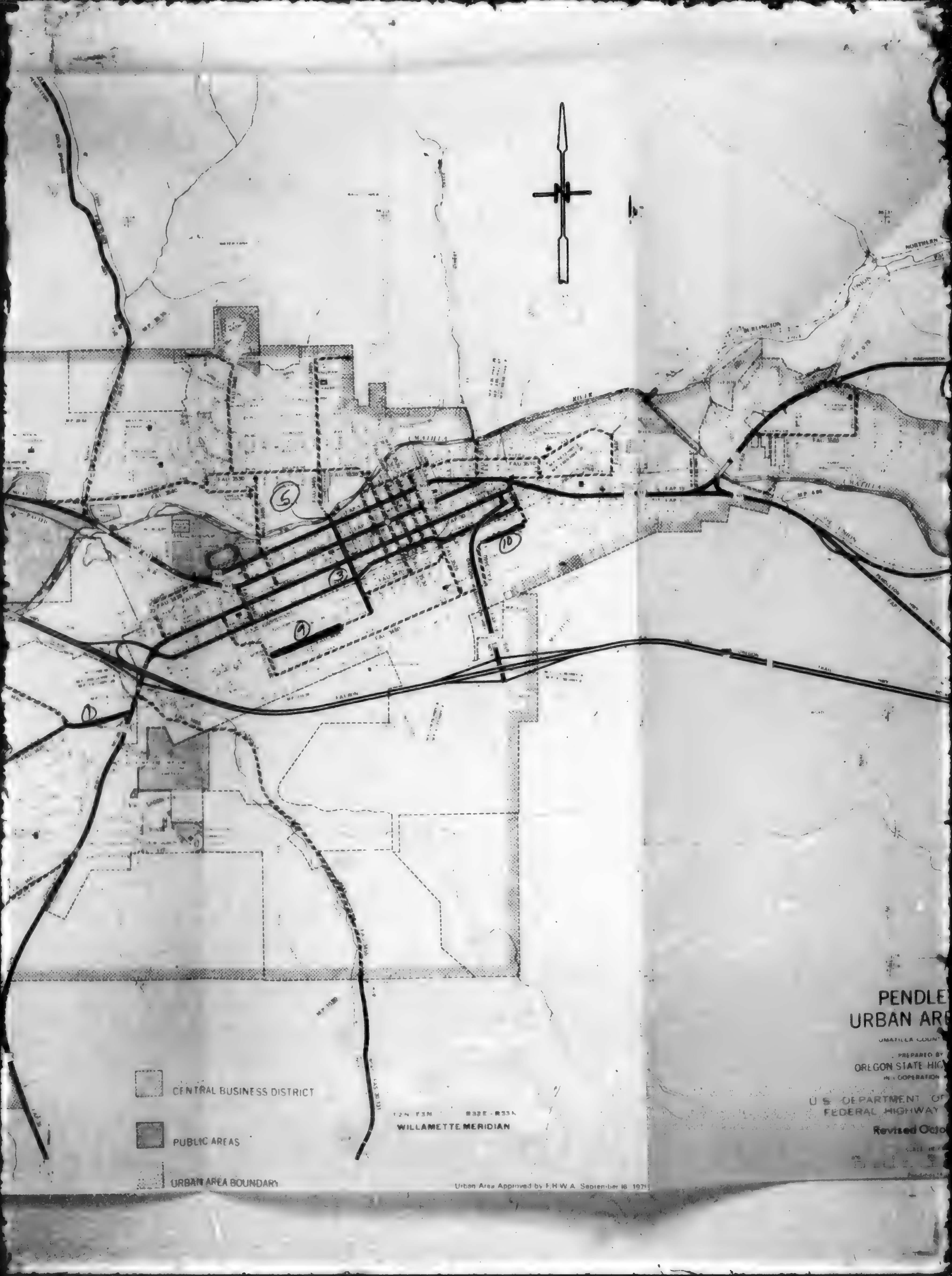
cc: Umatilla Board of Commissioners
Carlos Van Elsberg
Richard Unrien

Form 81-734-3122

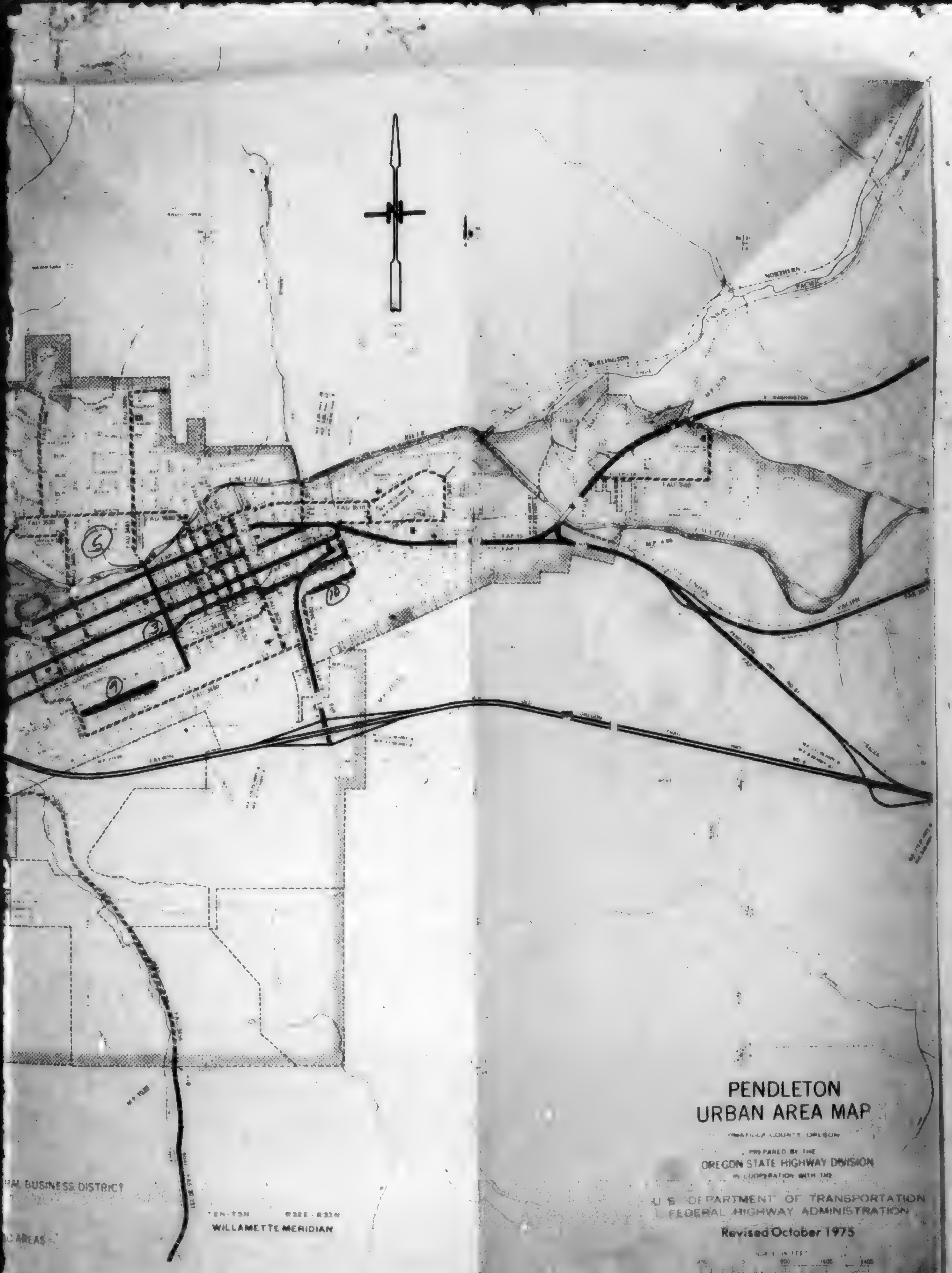

PENDLETON
MUNICIPAL
AIRPORT
PENDAIR HEIGHTS
①
②
⑥
⑦
⑧
CENTRAL
PUBLIC
URBAN AR

## LEGEND

| | | |
|---|---|---|
| 1. S.W. HAILEY | 395 to S.W. 29th | FAU 3420 |
| 2. S.W. HAILEY | S.W. 29th to S.W. 37th | FAU 3420 |
| 3. S.W. 4th | S.W. COURT to S.W. HAILEY | FAU 3495 |
| 4. S.W. 37th | SOUTHGATE DR. to S.W. HAILEY | FAU 3425 |
| 5. NEW BRIDGE | BETWEEN S.W. 4th & N.W. 5th | FAU 3495 |
| 6. S.W. HAILEY EXT | S.W. 37th to WEST | FAU 3425 |
| 7. S.W. 44th | S.W. HAILEY EXT. to S.W. QUINNEY | FAU 3425 |
| 8. S.W. QUINNEY | SOUTHGATE DR. to S.W. 44th | FAU 3415 |
| 9. S.W. HAILEY | S.W. 7th to S.W. 13th | FAU 3495 |
| 10. S.E. GOODWIN | S.E. 6th to S.E. 10th | FAU 3460 |



PENDLE
URBAN ARE
UMATILLA COUNT
PREPARED BY
OREGON STATE HIG
IN COOPERATION
U.S. DEPARTMENT OF
FEDERAL HIGHWAY
Revised Octo
SCALE
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
T2N T3N
R32E - R33E
WILLAMETTE MERIDIAN
Urban Area Approved by F.H.W.A. September 16 197
UMATILLA
RIVER
FAU 3510
FAU 3530
FAP 19
FAS 3011
5
3
10
9
1


NORTHERN PACIFIC
BURLINGTON
UNION
PACIFIC
PENDLETON
FAU
FAP 19
5
3
9
10
RAL BUSINESS DISTRICT
C AREAS
AREA BOUNDARY
T2N-T3N
R32E-R33N
WILLAMETTE MERIDIAN
Urban Area Approved by F.H.W.A. September 16, 19
SCALE IN FEET
400
0
800
1600
2400

PENDLETON
URBAN AREA MAP

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised October 1975

**THE CITY OF PENDLETON**

P. O. BOX 190
PENDLETON, OREGON 97801

January 27, 1976

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE FEB 17 1976 ☒
☐ RDE **RECEIVED** REGIONAL OFFICE ☐

Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Attention: Mr. Roger Lang
Federal Aid Engineer:

Gentlemen:

At its City Council Meeting of January 20, 1976, the Council approved a joint City-County Urban Project to improve S. W. Hailey from Highway 395 to S. W. 29th Street. Attached is a copy of the proposal presented, as well as the application documents for the project.

The Council approved the recommendation of having the State Highway do the engineering work for the project. As you know an L.I.D. for new curb, gutter and sidewalks will be a part of the project. We would like to discuss these items and other aspects of the project the next time you are here.

Yours very truly,

John R Molsness

John R. Molsness
Public Works Director

JRM:mah
Enc.

THE WORLD'S ROUND-UP CITY

Rev. 6/5/75

RECEIVED
COUNTY & CITY SECTION
MAR 1 9 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

# FEDERAL AID URBAN SYSTEM PROJECT REQUEST

**NOTE:** This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 26, 1976

Applicant Agency The City of Pendleton
Federal Aid System Route No. 3420 Route Name S. W. Hailey
Project Name S. W. Hailey Improvements; U.S. Highway 395 to S. W. 29th
Project Length 2150 L.F. Project Location (Attach sketch map)
Project Description 1. Realignment to meet Highway 395 at Tutuilla Road; 2. Change grade to improve sight distances; 3. Widen to 44' paved section and add curb and gutter and sidewalk, both sides. 4. Relocate any utilities in path of construction; 5. Add storm drainage to roadway section.

Average Daily Traffic 3300 Design Speed 25

Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width 25' Travel Lanes 2-12-1/2 Shoulders 2-3' Gravel
Medians 0 Parking 0
Sidewalks 0
Other

### 2. Desired Roadway Cross Section: (Attach sketch)

Width 44' c-c Travel Lanes 2-12' Asphalt Shoulders 0
Medians 0 Parking 2-10' Asphalt
Curbed Entire Length Length Curb Radii 30'
Sidewalk/Bikeway 4' Wide
Other

FOOTNOTES:

Description of Proposed Roadway Work A. Change (lower grade) near crest of hill at S. W. 28th to improve sight distances. B. Widen roadway section to 44' from present 25'. C. Add new curb and gutter and sidewalks, both sides. D. Realign connection to Highway 395 to meet at Tutuilla Road

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60' Minimum 60' Maximum 60'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?

4. Will applicant acquire right-of-way and have State review negotiations?
   Yes ____ No X D.N.A

5. Should State negotiate and acquire right-of-way in behalf of applicant? D.N.A.

6. Should State prepare options? Yes ____ No X

7. Is a public hearing necessary? No. Not for construction
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.) Yes for Local Improvement District for new curb, gutter and sidewalks.

8. Will there be any persons displaced from their homes, farms or business?
   No If so, explain No homes, farms or businesses need be displaced in order to complete the project.
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
   If so, explain

## III. TRAFFIC CONTROL DATA

1. Existing Signalization:

   None

2. Proposed Signalization:

   Location

   Type

Phases
Type of Suspension
Interconnected FUTURE: This signal will need to be phased with any other
Other signals established on this route in the future.

FOOTNOTES:

3. **Permanent Signing:**

Include in project or by applicant? Include in Project.

4. **Permanent Striping:**

Include in project or by applicant? Include in Project

## IV. ILLUMINATION DATA

1. **Present Illumination and Location:**

See attached drawing of lighting by P.P. & L. Lighting not in Project, furnished by P.P. & L.

2. **Proposed Illumination:**

Location Same as present at this time.
Type

## V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type

Size
To Remain in Place?

2. **Proposed Structure:**

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired? Sidewalks only, both sides

Are any utilities to be attached to structure? N. A.

FOOTNOTES:

Are provisions for illumination desired? N. A.

Are there any unusual or complicating conditions? Removal of any solid rock encountered, realignment, lowering of grade, yet matching existing entrances to homes etc.

## VI. RAILROAD DATA

1. Are there any railroad crossings? No. Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of Tracks: Mainline Siding Total

Angle of Intersection

Sight Distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Pendleton City Hall, Public Works Director Office
2. Environmental — Pendleton City Hall, Public Works Director Office
3. Public Hearing — Pendleton City Hall, Public Works Director Office

REMARKS: ____________________

## VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections ____________________

2. Does the applicant desire to perform the project preliminary engineering?
Yes ________ No X

Does the applicant desire to perform the project construction engineering?
Yes ________ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ 217,600.00 |
| Right-of-Way Costs (if participating) | |
| Traffic Control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other | |
| Preliminary Engineering | 19,781.00 |
| PROJECT TOTAL | $ 237,381.00 * |

* Total includes $28,000.00 Property Owner L.I.D.

FOOTNOTES: ____________________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Pendleton, Oregon and/or Umatilla County

By Rudy R Enbysk

By Rudy R. Enbysk, City Manager

By F. K. Starrett

By Barbara Lynch

By ____________________

Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date January 26, 1976

### A. PROJECT IDENTIFICATION

Name of Project S. W. Hailey Street Improvement U.S. Highway 395 to S. W. 29th
(Section)

Location of Project - Pendleton-John Day (Highway Name) U.S. 395 (Highway No., US - ORE)

Pendleton (City) Umatilla (County) (Region)

Program Federal Urban System (Funding) $237,381.00 (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Improve existing street intersection to provide widened street to accommodate and improve traffic flow.

Origin and History: Project originated through citizen input to City Manager and City Engineer. Improvement of street is included in planned Comprehensive Street Improvements for the City of Pendleton.

### C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 2150 L.F.

Termini From Intersection of Highway 395 west to S. W. 29th Street.

Alignment (new or existing) Hailey Avenue except for portion to be relocated in City property, recently acquired from State for use to relocatestreet.

Form (2)9-74

## Description of Project (cont

Right-of-Way (acreage and type of land use) Not applicable

Routes to be provided over existing City and County right of way.

Typical Section 2-12' travel lanes, 2-10' parking lanes, = 2 -4' sidewalks.

Bikeway None to be considered, economics outweigh need.

Structures Not applicable

Additional Facilities Traffic control to be established in conformance with manual on Uniform Traffic Control.

Access Control Not applicable

Materials P.C.C. curbs, sidewalks, asphaltic concrete base and surfacing. Contractor to furnish from private sources.

Borrow and Waste Disposal No problems anticipated. Adequate City owned waste disposal areas are available in the area.

Special Construction Methods None anticipated.

Characteristics (ADT) 3300 from "1980 General Plan of Highway and Street Improvements for Pendleton, Oregon" dated August 1973.

Other General Information (or Supplemental information to items)

Provisions for traffic will be maintained throughout construction.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. Do nothing ( not reasonable )
2. Overhead structure to realign Tutuilla Road through the Cemetery (Cost and environmental considerations make this alternative unreasonable).

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) City Council and City Budget Committee discussion of need for project and allocation of City match.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required There will be an opportunity for public comment on the project.

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

Date Submitted January 1976 Date Received ______

Expected Coordination with Local, State and Federal Agencies Full co-ordination with local, state and federal agencies.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Full co-operation should an EIS be necessary.

## F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

## G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (1. Topography, 2. Flora, 3. Fauna, 4. Soils, 5. Water Features, 6. Drainage, etc.) ____________

(last statement) Project lies completely within an urban setting.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

There will be a minor increase in noise and air pollution during construction. No permanent increase is anticipated because of this project.

## H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Not applicable

Consequences:

2. Estimated Changes in Traffic Patterns:

Not applicable

Consequences:

## Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

Not applicable

Consequences:

Not Applicable

4. Expected Adverse Effects on Natural Ecological Resources:

Not applicable

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Not applicable

7. Potential for Controversial Issues:

Not applicable

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      Not applicable

   b. Noise Standards

      Not applicable

   c. Water Quality Standards

      Not applicable

## I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

## J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

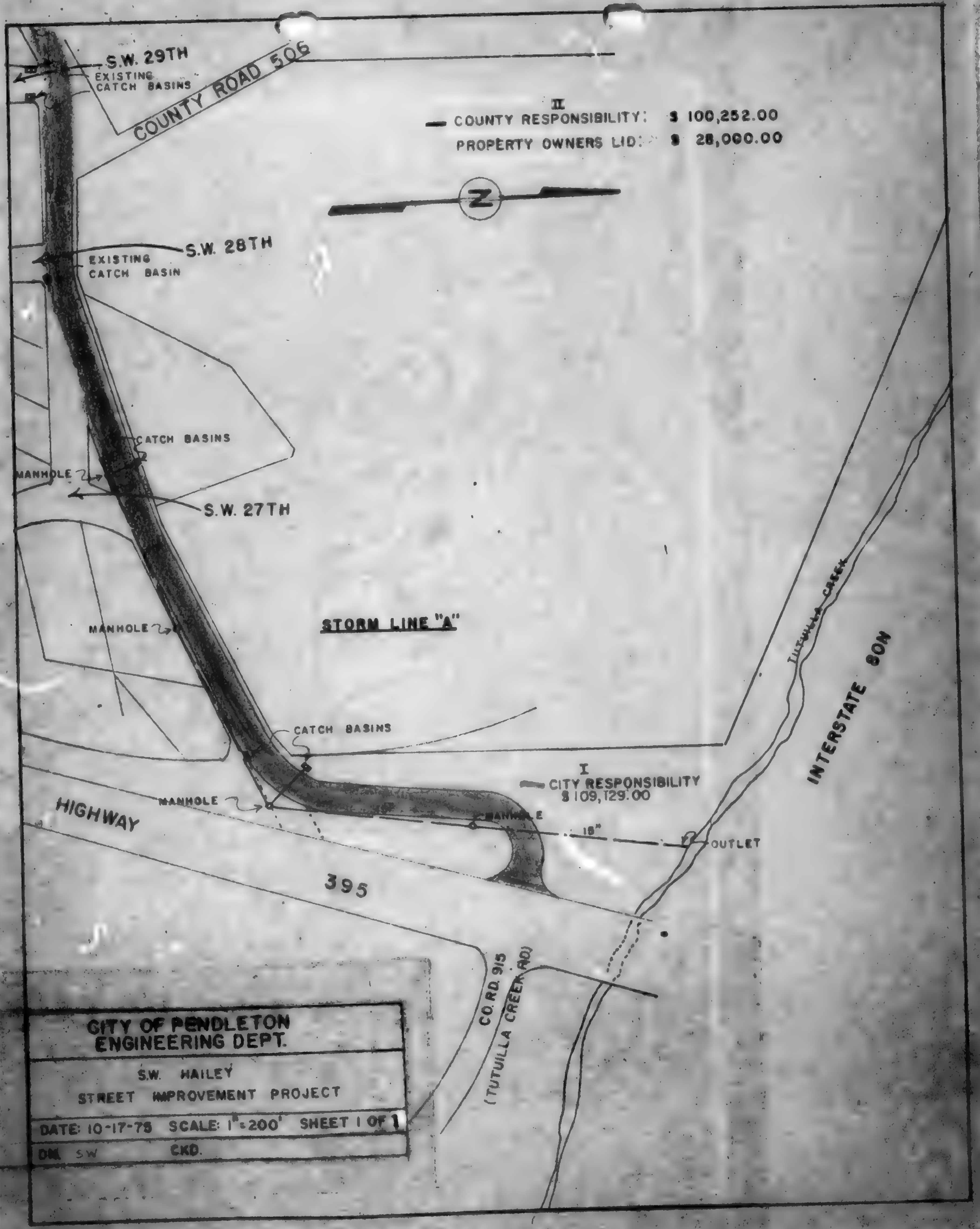
## K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☐ Non-Major Action

## L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

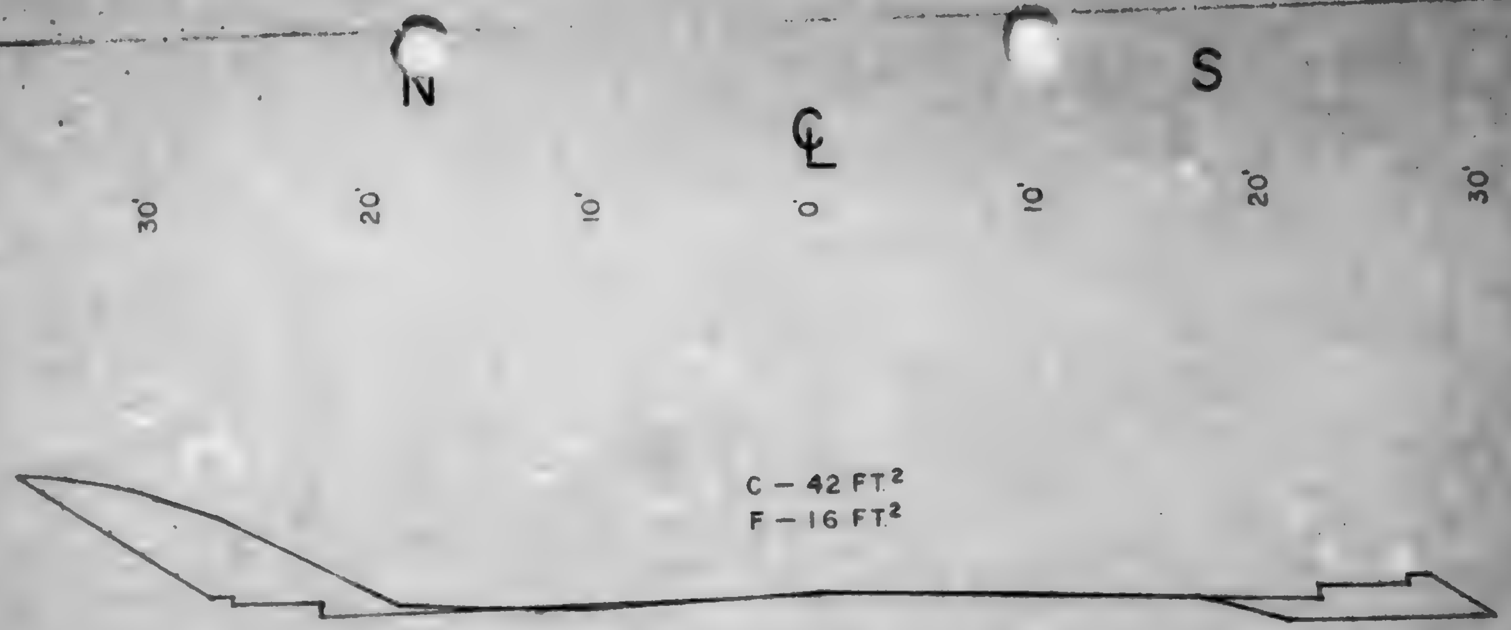
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________


S.W. 29TH
EXISTING CATCH BASINS
COUNTY ROAD 506
II
COUNTY RESPONSIBILITY: $ 100,252.00
PROPERTY OWNERS LID: $ 28,000.00
Z
S.W. 28TH
EXISTING CATCH BASIN
CATCH BASINS
MANHOLE
S.W. 27TH
MANHOLE
STORM LINE "A"
TUTUILLA CREEK
INTERSTATE 80N
CATCH BASINS
I
CITY RESPONSIBILITY
$ 109,129.00
HIGHWAY
MANHOLE
MANHOLE
15"
OUTLET
395
CO. RD. 915
(TUTUILLA CREEK RD)

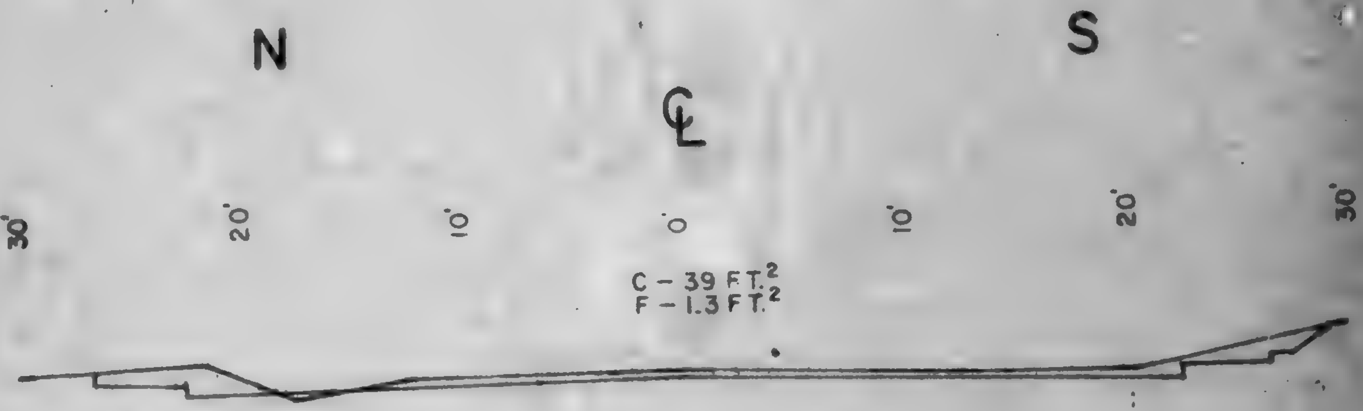
CITY OF PENDLETON
ENGINEERING DEPT.

S.W. HAILEY
STREET IMPROVEMENT PROJECT

DATE: 10-17-75 SCALE: 1" = 200' SHEET 1 OF 1
DN. S.W. CKD.


N
℄
S
30'
20'
10'
0
10'
20'
30'
C – 42 FT.$^2$
F – 16 FT.$^2$

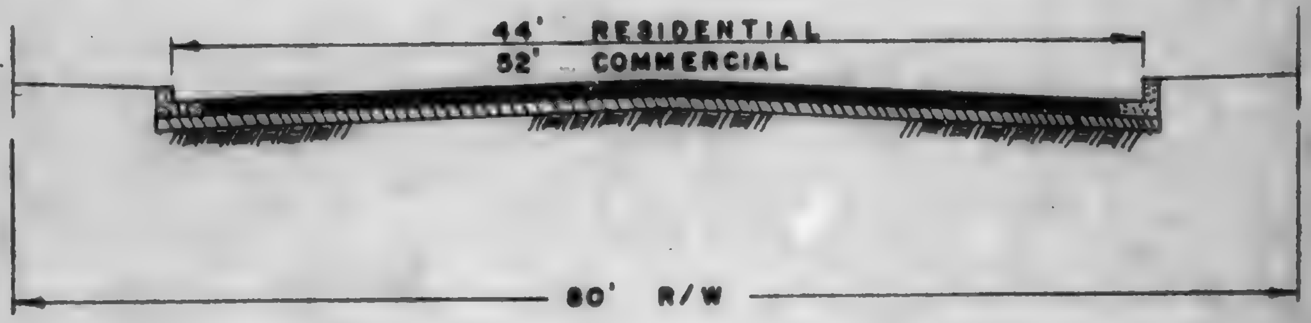
BETWEEN TEXACO SERVICE STATION
& NAZARENE CHURCH ON S.W. HAILEY


N
℄
S
30'
20'
10'
0
10'
20'
30'
C – 39 FT.$^2$
F – 1.3 FT.$^2$

ON S.W. HAILEY – 50' EAST OF ℄ OF 30TH.

NOTE:
AVERAGE ASPHALT
WIDTH IS 23'.

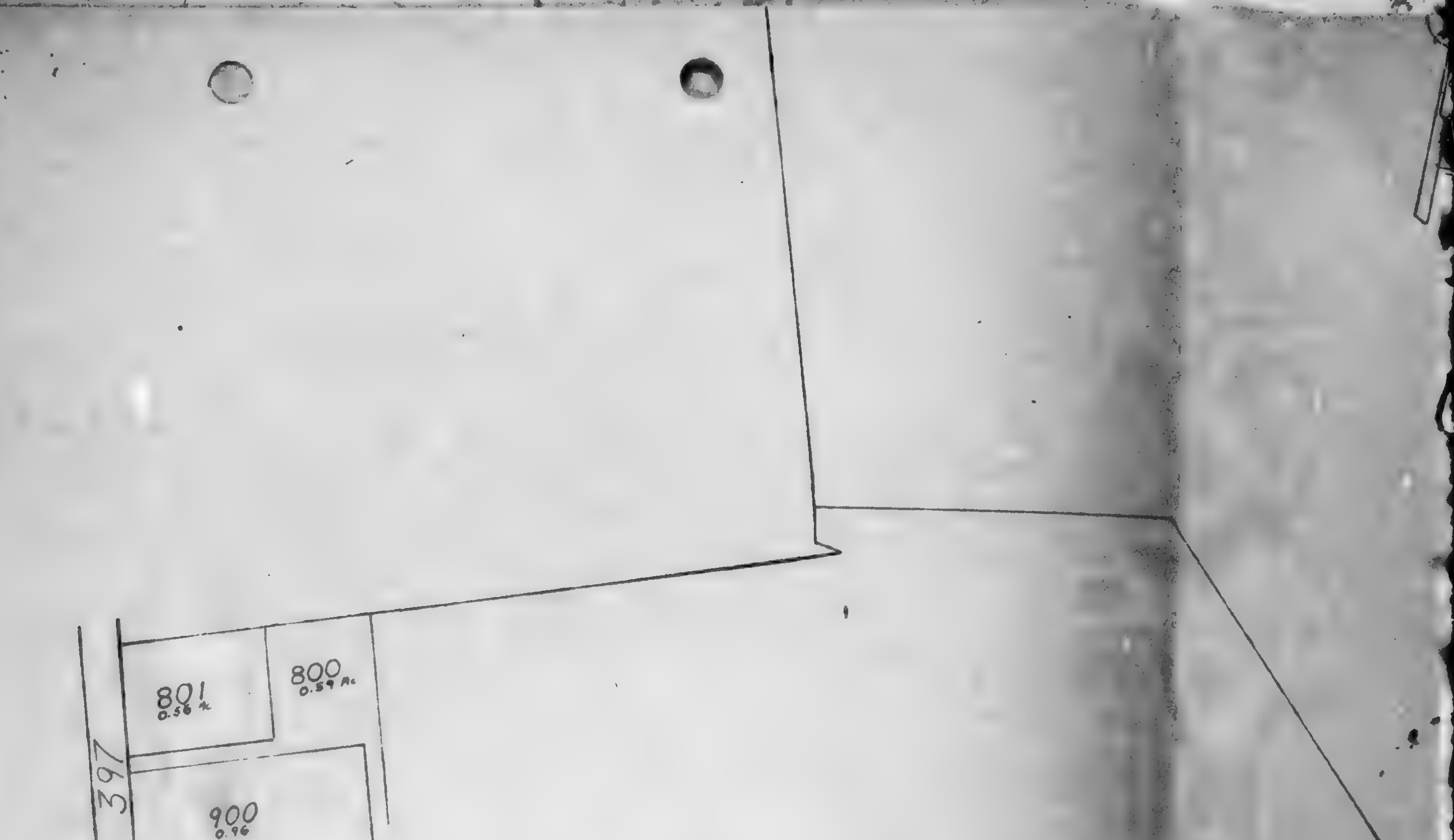
CITY OF PENDLETON
ENGINEERING DEPARTMENT
DN: DVB.
CKD:
DATE: 6 – 5 – 75
SCALE: 1" = 10'
TITLE: TYPICAL SECTIONS S.W. HAILEY

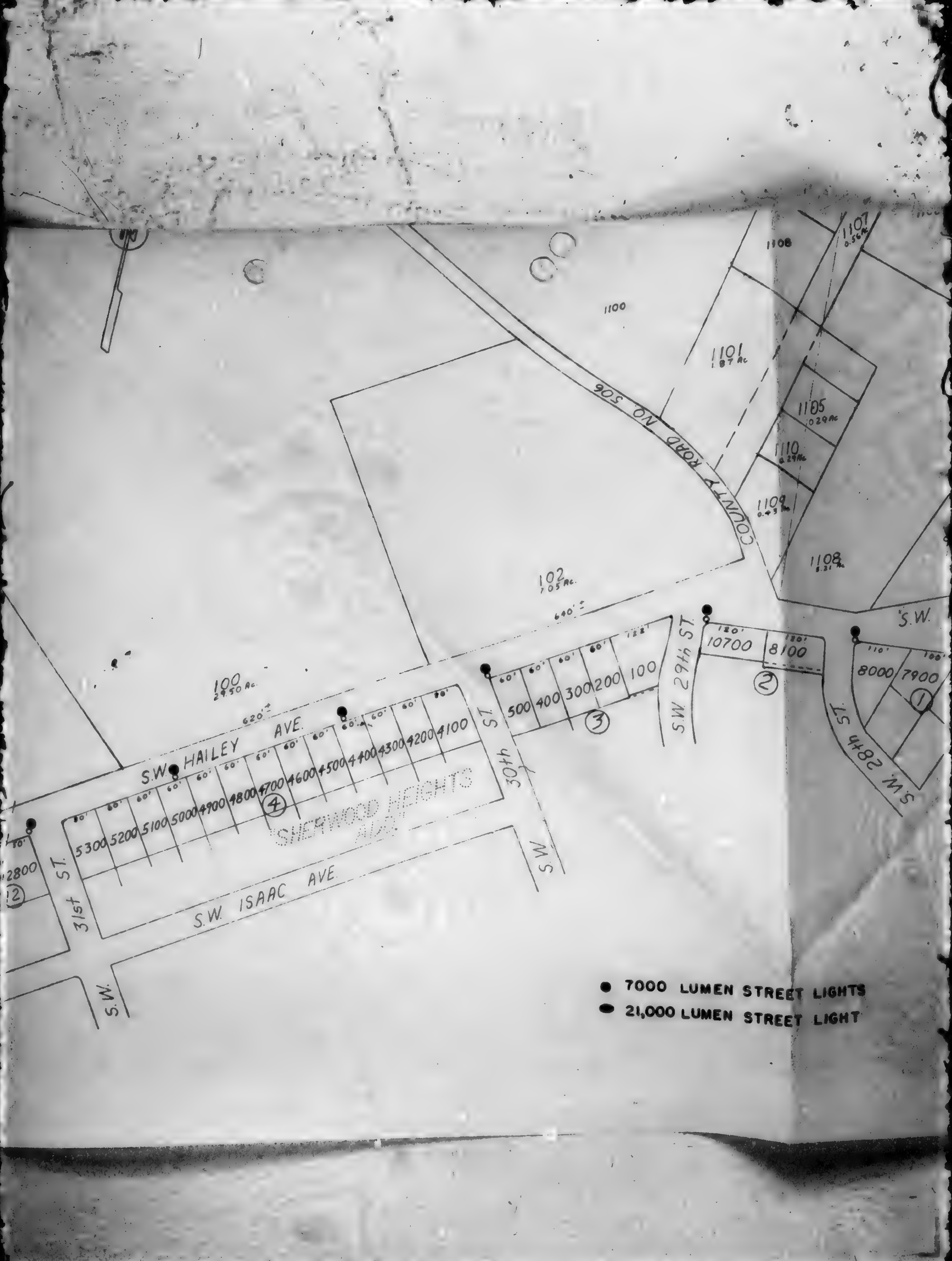

44' RESIDENTIAL
52' COMMERCIAL
80' R/W

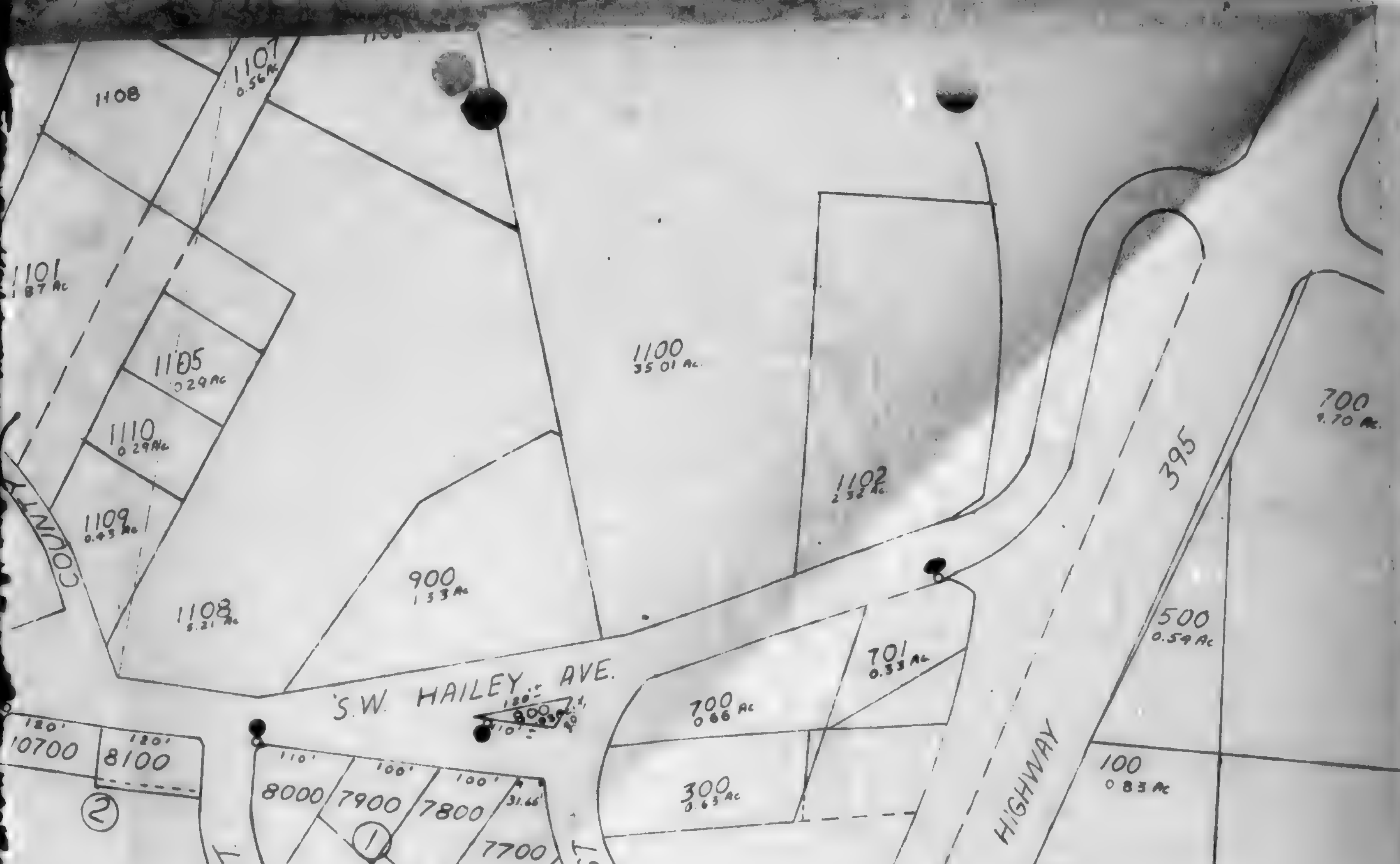
NOTES:

1. BASE MATERIAL AND ASPHALT THICKNESS AND MIX SHALL BE DETERMINED BY AN ENGINEERING ANALYSIS.
2. MAXIMUM GRADE 12 % ; MINIMUM GRADE 0.003 %

| CITY OF PENDLETON | | ENGINEERING DEPARTMENT |
|---|---|---|
| DN: R.A.J.<br>CKD: James L. Chaffee<br>CITY ENGINEER | DATE: 8-20-70<br>SCALE: N.T.S. | TITLE: ARTERIAL STREET |


COUNTY ROAD NO. 397
801
0.56 Ac
800
0.59 Ac
900
0.96
1001
1.04 Ac
1000
1.76 Ac
180'±
210'±
101
16.00 Ac
1240'±
37th ST
125.16'
2400
122'
100
90'
2900
65'
2800
2803
2802
2801
2700
②
S.W. HAILEY PL.
"CREST ADD."
VIEW
32nd ST
900
800
700
600
500
400
300
200
100
12800
①
⑫
60'
100'
50'
31st ST.
80'
5300
5200
S.W.


COUNTY ROAD NO 506
1100
1101
1.87 Ac
1105
0.29 Ac
1110
0.29 Ac
1109
0.43 Ac
1108
1.31 Ac
1107
0.56 Ac
1108
102
7.05 Ac.
640' ±
100
29.50 Ac.
620' ±
S.W. HAILEY AVE
S.W. 29th ST.
S.W. 28th ST.
S.W.
10700
8100
120'
②
8000
7900
110'
100'
①
500
400
300
200
100
③
60'
122'
S.W. 30th ST.
5300
5200
5100
5000
4900
4800
4700
4600
4500
4400
4300
4200
4100
④
SHERWOOD HEIGHTS ADD.
12800
⑫
31st ST.
S.W.
S.W. ISAAC AVE
S.W.
● 7000 LUMEN STREET LIGHTS
● 21,000 LUMEN STREET LIGHT


1108
1107
0.56 Ac
1101
1.87 Ac
1105
0.29 Ac
1110
0.29 Ac
1109
0.43 Ac
COUNTY
1108
5.21 Ac
900
1.33 Ac
1100
35.01 Ac
1102
2.32 Ac
700
9.70 Ac
395
HIGHWAY
500
0.59 Ac
701
0.33 Ac
700
0.66 Ac
300
0.63 Ac
100
0.83 Ac
101
0.92 Ac
1101
1.07 Ac
1102
0.03 Ac
1103
0.03 Ac
1100
S.W. HAILEY AVE.
120'
10700
120'
8100
②
110'
8000
100'
7900
100'
7800
31.66'
7700
①
800
S.W. 28th ST.
S.W. 27th ST

MEN STREET LIGHTS

MEN STREET LIGHT

EXISTING STREET LIGHTING
S.W. HAILEY AVE.

2-11-76 1" = 200'

S.W.

TO: MAYOR AND CITY COUNCIL
FROM: PUBLIC WORKS DIRECTOR

# PROPOSAL

FOR

A. Street Widening and Realignment
B. New Curb, Gutter and Sidewalks
C. New Asphalt Paving
D. New Storm Drains

ON

S. W. Hailey

By City of Pendleton
and
Umatilla County

December 1975

# INDEX

BACKGROUND

SCOPE

ORIGINAL PROJECT DESCRIPTION

COST ESTIMATES

FUNDING AVAILABLE

PROPOSED PROJECT

RECOMMENDATIONS

APPENDIX

EXHIBITS

## BACKGROUND

S. W. Hailey from Highway 395 to S.W. 37th is a county road which lies completly within the City limits. As development has occurred in the Sherwood, Crestview and Parkview Additions, traffic volumes on S.W. Hailey have increased substantially. It is clear that the present roadway should be improved. It should be widened from its present 25 foot paved width to a 44 foot arterial width as designated in the City's Comprehensive Plan.

## SCOPE

This proposal examines estimated costs for improving S.W. Hailey from Highway 395 to S.W. 37th. It will also deal with available sources of funds to make the needed improvements to the roadway on a priority basis. Storm drainage is included as a part of the roadway improvements.

## ORIGINAL PROJECT DESCRIPTION

1. Realigning S.W. Hailey near Highway 395 to meet Tutuilla Road Intersection.
2. New Storm Drains.
3. Widening S.W. Hailey to 44" width.
4. New Curbs and Gutters, where none presently exist.
5. New Sidewalks.
6. New Paving.
7. Realigning S.W. Hailey at S.W. 37th to join a future roadway extention to the West.

## COST ESTIMATES

| | | |
|---|---|---|
| A. | Realignment of Hailey and new storm drains in that area for that section | $109,129.00 |
| B. | Widening S.W. Hailey and new storm drain - from realignment portion to S.W. 29th | 100,252.00 |
| C. | Widening S.W. Hailey and new storm drains - S.W. 29th to realignment near S.W. 37th | 152,734.00 |
| D. | Realignment near S.W. 37th | 153,865.00 |
| | Sub-total | $515,980.00 |

## PROPERTY OWNER COSTS

It is proposed that new curb, gutter and sidewalks along this arterial be paid by property owners through a local improvement district. This is consistent with current practices elsewhere in the city to have property owners pay for new curb, gutter and sidewalks where they presently do not exist. Estimated costs are as follows;

| | | |
|---|---|---|
| 1. | From west end of Hailey realignment portion to S.W. 29th | $ 28,000.00 |
| 2. | From S.W. 29th Street to realignment near 37th. | 53,000.00 |
| 3. | Through realignment section near S.W. 37th. | 5,050.00 |
| | Property Owners Subtotal | $ 86,050.00 |
| | Total Project Inc. L.I.D. | $602,030.00 |

## FUNDING AVAILABLE

Currently there is a total of $183,058.00 of Federal Urban Program Funds available. This amount can be used to finance 78% of a city or county's street improvement project. The State Department of Transportation, Highway Division will finance another 11% making a total of 89% of the project funded by other than local funds. Using this formula a project amounting to $234,690.00 including local funds can be proposed using a Federal Urban Fund grant of $183,058.00. Improvement district costs are not included in the calculations.

## PROPOSED PROJECT

It can be seen from the previous estimates for all of S.W. Hailey from 395 to S.W. 37th that the entire project can not be attempted with the limited amount of Urban Systems funds currently available.

Therefore it is proposed that only the portion from Highway 395 to S.W. 29th be constructed as the current project. It is proposed that the City of Pendleton participate in costs for the realignment portion from Highway 395 to the point where it joins the present right-of-way. Eighteen thousand dollars ($18,000.00) is provided in the current budget at local matching funds. It is proposed that the county participate in the remainder of the construction to S.W. 29th. Property owners of course would pay for new curb, gutter and sidewalks.

For this division of project responsibility the estimated costs including Urban System and State funds would be as follows:

| | | |
|---|---|---|
| I. City Portion | | |
| Federal | 78% | $ 85,121.00 |
| State | 11% | 12,004.00 |
| City | 11% | 12,004.00 |
| | | $109,129.00 |
| II. County Portion | | |
| Federal | 78% | $ 78,198.00 |
| State | 11% | 11,027.00 |
| County | 11% | 11,027.00 |
| | | $100,252.00 |
| III. Property Owners L.I.D. | | $ 28,000.00 |

This cost would be paid by property owners through assessments which could be bancrofted over a ten year period at 7% interest.

## RECOMMENDATIONS

There are several reasons for undertaking the portion of the project between Highway 395 and S.W. 29th Street.

1. The project meets the criteria of being a joint effort between the City and County (the two urban government agencies locally involved in the Urban program).

2. The project size would be within urban program funds currently available.
3. No additional right-of-way would have to be obtained. (There is a very time consuming procedure involved in projects where right-of-way must be obtained. The part of the project from S.W. 29th West to S.W. 37th would involve obtaining 10 feet of additional right-of-way along S.W. Hailey since only 50 feet presently exists).
4. The street is scheduled for future improvement in the current Urban System.

If approved the City could initiate proceedings for the*Local Improvement Districts for the property owners share of the project. A preliminary application is being filed with the Oregon State Highway Division to commit the Federal and State share of project cost estimates.

The engineering for this project is recommended to be done by the Oregon State Highway Division. Acceptance as a city street and city maintenance would occur after completion.

A proposal for improving the lighting work should not be made a part of the grant application which is submitted.

APPENDIX

Following are drawings showing the location of proposed street and storm drain improvements for S.W. Hailey.

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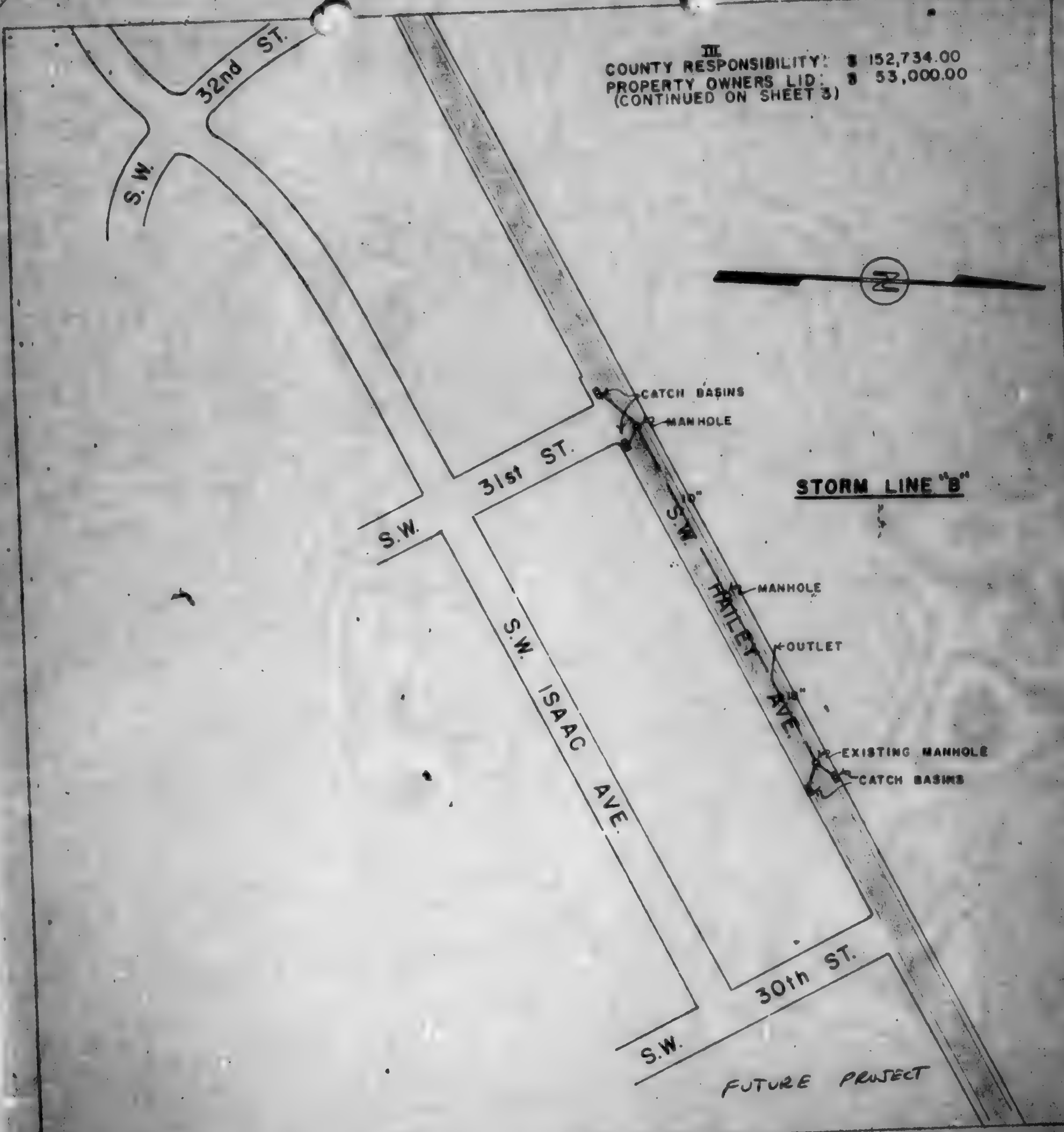
* Comments regarding present limiting factors relative to the City jurisdiction to initiate an L.I.D. will be presented to City Council by the City Manager.

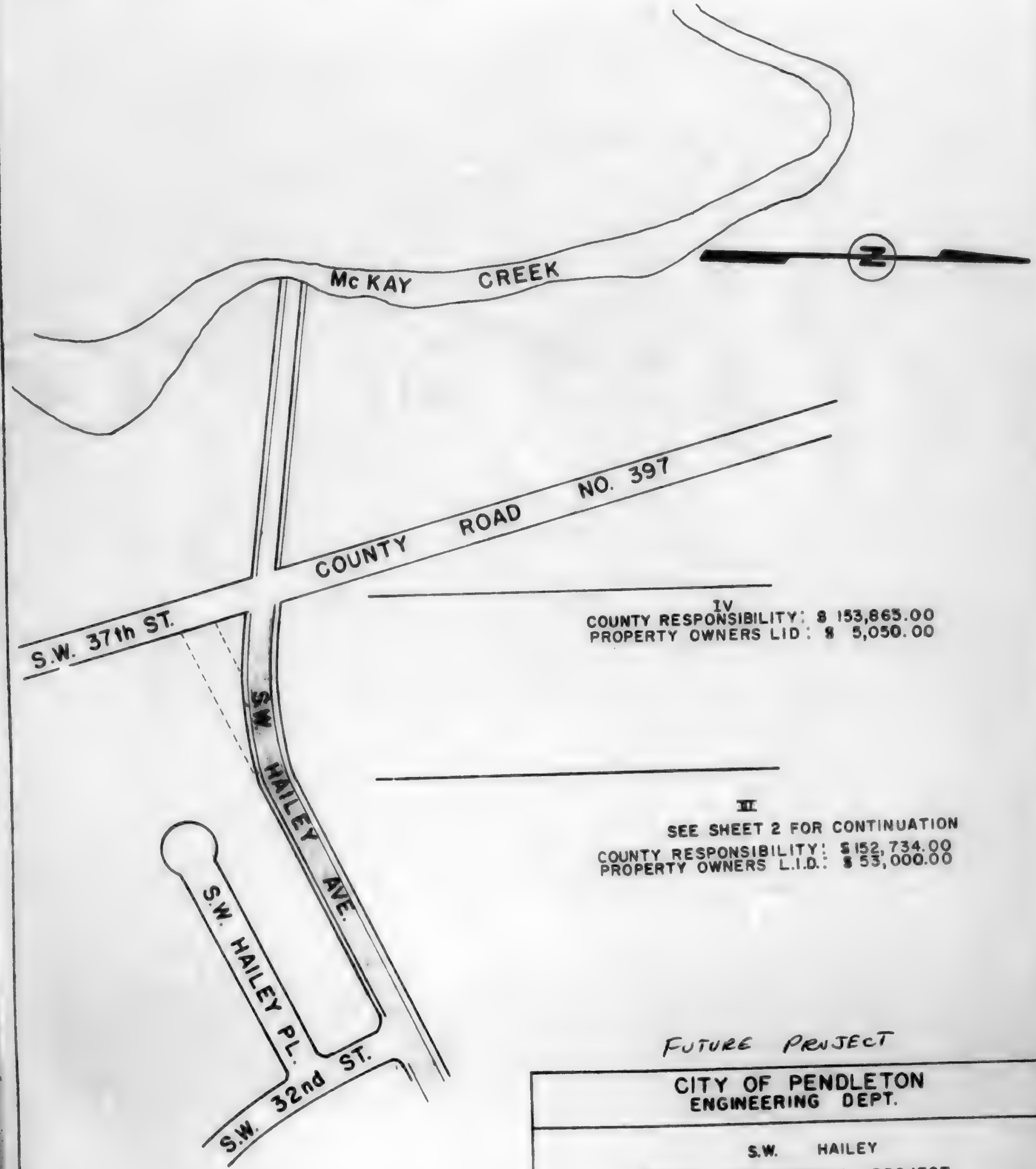
III
COUNTY RESPONSIBILITY: $ 152,734.00
PROPERTY OWNERS LID: $ 53,000.00
(CONTINUED ON SHEET 3)


S.W. 32nd ST.
S.W. 31st ST.
S.W. 30th ST.
S.W. ISAAC AVE.
S.W. HAILEY AVE.
N
CATCH BASINS
MANHOLE
10"
STORM LINE "B"
MANHOLE
OUTLET
10"
EXISTING MANHOLE
CATCH BASINS
FUTURE PROJECT

CITY OF PENDLETON
ENGINEERING DEPT.

S.W. HAILEY
STREET IMPROVEMENT PROJECT

| | | |
|---|---|---|
| DATE: 10-29-75 | SCALE: 1" = 200' | SHEET 2 OF 3 |
| DN. SW | CKD. | |


McKAY CREEK
N
COUNTY ROAD NO. 397
S.W. 37th ST.
S.W. HAILEY AVE.
S.W. HAILEY PL.
S.W. 32nd ST.

IV
COUNTY RESPONSIBILITY: $ 153,865.00
PROPERTY OWNERS LID: $ 5,050.00

III
SEE SHEET 2 FOR CONTINUATION
COUNTY RESPONSIBILITY: $152,734.00
PROPERTY OWNERS L.I.D.: $ 53,000.00

FUTURE PROJECT

CITY OF PENDLETON
ENGINEERING DEPT.

S.W. HAILEY
STREET IMPROVEMENT PROJECT

| | | |
|---|---|---|
| DATE: 10-29-75 | SCALE: 1" = 200' | SHEET 3 OF 3 |
| DN. SW | CKD. | |

City of Pendleton
Engineering Department

## COST ESTIMATE

Computed: JRM

Checked:

Date: 10/2/75

SH 1 of 7

**PROJECT:** S.W. Hailey Realignment, City Portion

Federal - State - City Funding

| NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 1 | Cleaning and Grubbing | 750 | LF | 3.50 | 2,625 |
| 2 | Debris Removal | 1 | Job | 2,500.00 | 2,500 |
| 3 | Excavation 1' x 750' x 55/27 | 1528 | C.Y. | 6.50 | 9,932 |
| 4 | Rock Excavation 3 x 200 x 8/27 | 250 | C.Y. | 35.00 | 8,750 |
| 5 | 4" Rock Base .33 x 44 x 750/27 | 410 | C.Y. | 9.75 | 3,998 |
| 6 | 6" Asphalt Paving .5 x 44 x 750/27x2 | 1250 | Ton | 19.75 | 24,688 |
| 7 | Curb and Gutter 750 | 1700 | LF | 4.75 | 8,067 |
| 8 | Sidewalks, two sides 750 x 4/7 | 756 | S.Y. | 13.50 | 10,206 |
| 9 | Adjust Manholes | 1 | Ea. | 150.00 | 150 |
| 10 | Adjust Water Valve | 1 | Ea. | 100.00 | 100 |
| 11 | Rock Bank Protection | 1 | Job | 1,000.00 | 1,000 |
| 12 | Storm Drain 10" | 70 | LF | 14.50 | 1,000 |
| 13 | Storm Drain 15" | 700 | LF | 21.00 | 14,700 |
| 14 | Manholes | 2 | ea. | 625.00 | 1,250 |
| 15 | Catch Basins | 2 | Ea. | 425.00 | 850 |
| 16 | Outfall structures | 1 | Ea. | 950.00 | 950 |
| 17 | Catch Basin Alteration | 1 | Ea. | 175.00 | 175 |
|  |  |  |  |  | 90,941 |
|  |  |  |  | 10% Engineering<br>10% Contingency | 9,094<br>9,094 |
|  |  |  |  | TOTAL | 109,129 |

City of Pendleton
Engineering Department

# COST ESTIMATE

Computed: JRM
Checked:
Date: 10/23/75
SH 2 of 7

**PROJECT:** S.W. Hailey

County - street widening (City realighment to County road 506) 1400 LF

| NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 1 | Excavation in R/W | 2250 | C.Y. | 6.50 | 14,625 |
| 2 | Embankment | 950 | C.Y. | 4.50 | 4,275 |
| 3 | Base Rock | 775 | C.Y. | 9.75 | 7,556 |
| 4 | Asphalt Paving 6" | 2350 | Tons | 19.75 | 46,413 |
| 5 | Manhole Adjustment | 4 | Ea. | 250.00 | 1,000 |
| 6 | Water Valve Adjustment | 4 | Ea. | 150.00 | 600 |
| 7 | Storm Drain 8" | 100 | L.F. | 12.00 | 1,200 |
| 8 | Storm Drain 10" | 500 | L.F. | 14.50 | 7,250 |
| 9 | Manholes | 1 | Ea. | 625.00 | 625 |
| | | | | | 83,544 |
| | | | | 10% Engineering | 8,354 |
| | | | | 10% Contingency | 8,354 |
| | | | | TOTAL | 100,252 |

Engineering Department

# COST ESTIMATE

Computed: JRM

Checked:

Date: 10/23/75

SH 3 of 7

**PROJECT:** S.W. Hailey

County - County Road 506 to Realighment Area, Street Widening 2200 LF

| NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 1 | Excavation | 3400 | C.Y. | 6.50 | 22,100 |
| 2 | Embankment | 480 | C.Y. | 4.50 | 2,160 |
| 3 | Base Rock 4" 2500 x 0.37 x 45/27 | 1230 | C.Y. | 9.75 | 11,993 |
| 4 | Asphalt Paving 6" 2500x0.5x44/27 | 3700 | Tons | 19.75 | 73,075 |
| 5 | Manhole Adjustment | 6 | ea. | 250.00 | 1,500 |
| 6 | Water Valve Adjustment | 6 | ea. | 150.00 | 900 |
| 7 | Storm Drain 10" | 450 | L.F. | 14.50 | 6,525 |
| 8 | Storm Drain 18" | 150 | L.F. | 24.50 | 3,675 |
| 9 | Manholes | 3 | ea. | 625.00 | 1,875 |
| 10 | Catch Basins | 4 | ea. | 425.00 | 1,700 |
| 11 | Outfall Structure | 1 | ea. | 1600.00 | 1,600 |
| 12 | Catch Basin Adj. | 1 | ea. | 175.00 | 175 |
|  |  |  |  |  | 127,278 |
|  |  |  |  | 10% Engineering | 12,728 |
|  |  |  |  | 10% Contingency | 12,728 |
|  |  |  |  | TOTAL | 152,734 |

Engineering Department

## COST ESTIMATE

Computed: ____________

Checked: ____________

Date: ____________

**PROJECT:** S.W. Hailey

SH 4 of 7

County - Realignment Section near S.W. 37th

| NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 1 | Rock Excavation | 12,000 | C.Y. | 9.50 | 114,000 |
| 2 | Incidental Excavation | 200 | C.Y. | 6.50 | 1,300 |
| 3 | Base Rock | 170 | C.Y. | 9.75 | 1,658 |
| 4 | Asphalt Paving | 550 | Tons | 19.75 | 10,863 |
| 5 | Adjust Manhole | 1 | Ea. | 250.00 | 250 |
| 6 | Adjust Water Valve | 1 | Ea. | 150.00 | 150 |
|  |  |  |  |  | 128,221 |
|  |  |  |  | 10% Engineering<br>10% Contingency | 12,822<br>12,822 |
|  |  |  |  | TOTAL | 153,865 |

City of Pendleton
Engineering Department

# COST ESTIMATE

Computed: JRM
Checked:
Date
SH 5 of 7

PROJECT Property Owner L.I.D.

County Portion to S.W. 29th

| NO | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 1 | Curb and Gutter | 1400 | L.F. | 4.75 | 6,650 |
| 2 | Sidewalk Two Sides 1400 x 2 x 4/9 | 1166 | S.Y. | 12.50 | 14,570 |
| 3 | Excavation 1 x 1400 x 2 x 4/27 | 325 | C.Y. | 6.50 | 2,113 |
| | | | | | 23,333 |
| | | | | 10% Engineering | 2,333 |
| | | | | 10% Contingency | 2,334 |
| | | | | TOTAL | 28,000 |

ty of Pendleton
Engineering Department

COST ESTIMATE

Computed: JRM

Checked:

Date

**PROJECT:** Property Owners L.I.D.

SH 6 of 7

County Portion (S.W. 29th) to Realignment Portion
Curb & Gutter: 2500' on North 1200' on South

| NO | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 1 | Curb and Gutter | 3400 | L.F. | 4.75 | 16,150 |
| 2 | Sidewalk 5000 x 4/9 | 1955 | S.Y. | 12.50 | 24,442 |
| 3 | Excavation 1 x 3700 x 4/27 | 550 | C.Y. | 6.50 | 3,575 |
| | | | | | 44,167 |
| | | | | 10% Engineering | 4,417 |
| | | | | 10% Contingency | 4,417 |
| | | | | TOTAL | 53,000 |

City of Pendleton
Engineering Department

COST ESTIMATE

Computed: JRM

Checked:

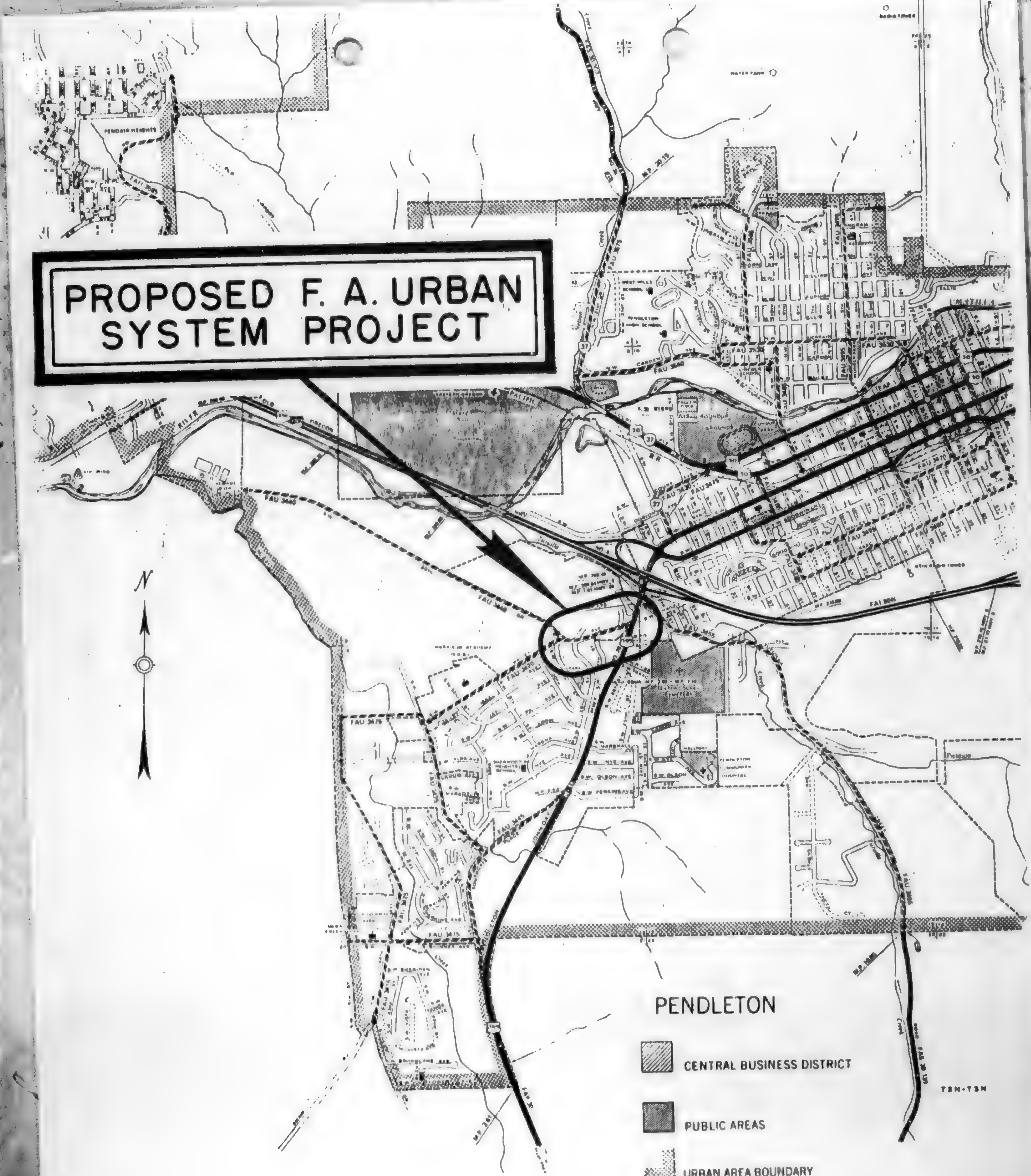
Date 10/27/75

SH 7 of 7

PROJECT: Property Owners L.I.D.

County Area along Realignment Portion

| NO | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 1 | Curbs and Gutter | 370 | L.F. | 4.75 | 1,758 |
| 2 | Sidewalk 370 x 4/9 | 165 | S.Y. | 12.50 | 2,063 |
| 3 | Excavation 1 x 370 x 4/27 | 60 | C.Y. | 6.50 | 390 |
| | | | | | 4,211 |
| | | | | 10% Engineering | 421 |
| | | | | 10% Contingency | 421 |
| | | | | TOTAL | 5,050 |


N
PENDAIR HEIGHTS
PACIFIC
OREGON
FAU 3440
FAI 80N
T3N-T3N

PROPOSED F. A. URBAN
SYSTEM PROJECT

PENDLETON

▨ CENTRAL BUSINESS DISTRICT

■ PUBLIC AREAS

▒ URBAN AREA BOUNDARY

8697 Richland Rock Prod. Proj. 1978
on Baker-Copperfield Hwy.

8697

9

July 5, 1978

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8697 awarded to D Mc D Corp. for the Richland Rock Production Project on the Baker-Copperfield Highway in Baker County was completed on May 26, 1978, and accepted by the State Highway Engineer on June 29, 1978.

Final payment in the amount of $4,393.26 will be released to the contractor after July 10, 1978. The total contract amount is $87,865.29 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc D Mc D Corp.
P. O. Box 1012
La Grande, OR 97850

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8677

6-22-78

12

# NARRATIVE CONSTRUCTION REPORT

Prefix: 1-8332
Contract: 8697
Baker County

Richland Rock Production
Baker-Copperfield Highway
D Mc D Corporation

The contract was awarded March 28, 1978 with a specified completion date of June 30, 1978.

Work began May 8 with the contractor working 5 days a week, two 10 hour shifts per day with about a four day delay while repairing equipment.

The work was completed in about 63 percent of the time allowed.

The majority of the gradation tests were performed by Richard Young from the Highway Maintenance Section at Richland. There were gradation problems at the beginning of production - approximately 200 yds were wasted leveling out the base of the stockpile area. Approximately 3% failing material represented by non-consecutive tests was incorporated into the stockpile.

The special provisions contained a spec that the material must be reasonably free of sharp elongated fragments. We found approximately 15 to 17% of these fragments in several samples. I don't like the word reasonable for a specification. Whatever the contractor is producing is reasonable to him.

The use of maintenance personnel for the required testing on this sanding rock production worked well. In this particular case the maintenance station is a few miles from the material source or 1½ hours out of La Grande. Our engineering costs had to be reduced by eliminating travel time and/or overtime.

In general the contractor's work was good and we had no particular problems.

Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer

Versteeg
1 Christensen
George
Olson
Terpin
Sullivan copy
Scott
Savage

RECEIVED
JUN 22 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8697

Report # 3 Final

9

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Richland Rock Production

WEEK ENDING: May 26, 1978

SECTION PREFIX: 1-8332

HIGHWAY: Baker-Copperfield

COUNTY: Baker

NAME OF JOB: Richland Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: D Mc D Corp.

CONTRACT NUMBER: 8697

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 28, 1978

DATE WORK STARTED: May 8, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1978

PERCENT OF TIME ELAPSED: 63

PROJECT AUTHORIZATION: $ 95,905.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

EXCLUSIVE OF ENGINEERING: $ 87,529.20

ENGINEERING AUTHORIZATION: $ 8,376.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 87,529.20

ENGINEERING COST TO DATE: $ 2,156.42

This week: $433.09

DATE PROJECT WAS COMPLETED: May 26, 1978

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 25.7 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

Crusher, dump truck, frontend loaders, cat.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 21 | Cldy - shwrs | 0 | | |
| MONDAY 22 | Cldy - cool | 0 | | |
| TUESDAY 23 | Cldy - cool | 0 | | |
| WEDNESDAY 24 | Cldy - shwrs | 0 | | |
| THURSDAY 25 | Cldy - shwrs | 0 | | |
| FRIDAY 26 | Cldy - shwrs | 0 | | Completion Day |
| SATURDAY 20 | Ptly cldy-cool | 0 | | |

RECEIVED
MAY 30 1978
CONSTRUCTION BRANCH

Kessey K
Jackmond g
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

BEN GIFFORD

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 21 | No activity. |
| MONDAY 22 | Repairing equipment during day shift.<br>Resumed production on night shift. |
| 23 TUESDAY | Continued crushing - two shifts - produced 1470 yds. |
| 24 WEDNESDAY | Continued crushing both shifts - produced 1554 yds. |
| 25 THURSDAY | Continued crushing both shifts. |
| 26 FRIDAY | Plan to complete crushing of 12,000 + yds required during this day shift.<br>Completion day. |
| SATURDAY 20 | No activity. |

## REMARKS

Status: Crushed approximately 6,000 yds of sanding rock this week.
All material crushed - stockpiles to be shaped.

Next week: Shape stockpile for remeasure. Breakdown plant and clean up jobsite.

Semi-final estimate and supporting data will be submitted by 6/2/78.

SIGNED Joseph A. Schlieski LOCATION La Grande
Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8697 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 13, 1978

D Mc D Corp.
P. O. Box 1012
La Grande, OR 97850

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

**Contract No. 8697 for the Richland Rock Production Project on the Baker-Copperfield Highway in Baker County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Joseph Schlieski

·8677

12

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78
Donald L

3-23-78 Bid Letting ______ All Clear Deadline

SECTION Richland Rock Production
Highway Baker-Copperfield
County Baker Region 5
Type of Work Rock Prod. Funds Rk. Prod.
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| | | | | | | N/A State Funds |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☐ | ☒ | ☐ | ☐ | ☒ | Permit applied for |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

8698 Seeley Cr. Rd. Sec. of Alsea Hwy. 1978
(Grading & paving)

# 678

9

cc: State (H. S. Coulte
Washington, D.C. (HI 32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
F AL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Benton | DIVISION<br>Oregon |
| DATE OF REPORT<br>2-14-79 | REPORT MADE BY<br>Bill Kappus, Area Engineer | | PROJECT NO.<br>TQF-22(1) |
| COMPLETION DATE<br>6-27-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>9-31-78 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>75 CWD |
| APPROVED EXTENSIONS<br>None | LOCATION<br>1.95 miles east of Alsea, Oregon on State Hwy. 34 | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SEELEY CREEK ROAD
ALSEA HIGHWAY
Grading, Drainage & Paving

This project provided for the construction of an east-bound slow vehicle turnout bay.

Final project cost was $76,740.70 which underran the original estimate ($81,716.02) by 6.1%. This underrun resulted when anticipated items were not needed and from a 37% reduction in Engineering.

All appropriate documents have been received and the project is considered acceptable.

COPY SENT
FEB 20 1979
Washington

RECEIVED
STATE HWY ENGR
FEB 21 '79
REFER TO
Keasy
FOR
Info Inves R/D D/R Sign Act File

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>Original Signed By<br>WILLIAM H. KAPPUS<br>Area Engineer<br>W. H. Kappus | | SIGNATURE<br>~~Original Signed By~~<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE | TITLE<br>Field Operations Engineer | DATE<br>2-20-79 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8698 27

Salem, Oregon
November 20, 1978

Fred Eriksen
Design Engineering Supervisor

Seeley Creek Road
[redacted]
Benton County

Keats Oliver
Resident Engineer

Your "As Constructed" Narrative Report indicated the excess of excavation shown on the plans did not occur and that several hundred yards of borrow was needed. The size of the change in quantities (from excess to borrowing 2,000 c.y.) suggests an error in the computing of quantities for the contract plans. I like the reason you suggest, compaction of the old ground) better than mine, but it is quite a large change in quantities for that.

FE:ab
cc: C. O. Fredrickson

8698

d

September 6, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On September 5, 1978, we wrote to you concerning release of final payment on Contract No. 8698 awarded to Morse Bros., Inc., for work on the Seeley Creek Road Section of the Alsea Highway in Benton County.

Final payment on this contract is $3,361.20 and the total contract amount is $71,781.01 including $4,556.96 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8698

8

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 1, 1978

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal-aid Project No. TQF-22(1)

Contract 8698, Work Completed 6-27-78

Project Seeley Creek Road

Highway Alsea

County Benton

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-30-78

noted
H. S. COULTER

G.K. Hossner
for G. L. Green
Division Administrator

RDC: ns

cc: H. S. Coulter ✓
C. T. Keasey ✓
C. O. Fredrickson
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 16 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act

Keasey
Jackmond
Hupkins
Williams
Johnsen
Glenn
RECEIVED
AUG 15 1978
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

8698

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | | | | |
|---|---|---|---|---|---|
| SECTION | Seeley Creek Road | | | WEEK ENDING | July 22, 1978 |
| | | | | SECTION PREFIX | 2-1094 |
| | | HIGHWAY | Alsea | COUNTY | Benton |
| NAME OF JOB | Seeley Creek Road | KIND OF WORK | grading and paving | | |
| CONTRACTOR | Morse Bros. | CONTRACT NUMBER | 8698 | FEDERAL AID PROJECT NUMBER | TQF-22(1) |
| DATE OF CONTRACT | 3/18/78 | DATE WORK STARTED | 4/21/78 | ESTIMATED COMPLETION DATE | 6/27/78 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: | | SPECIFIED WORK DAYS | | WORK DAYS USED | |
| MEN: SUPERVISION: | | SPECIFIED CALENDAR DAYS | 75 | CALENDAR DAYS USED | 75 |
| PROJECT AUTHORIZATION: | $ 81,716.02 | SPECIFIED COMPLETION DATE | | PERCENT OF TIME ELAPSED | 100 |
| EXCLUSIVE OF ENGINEERING: | $ 74,579.25 | ENGINEERING AUTHORIZATION | $ 7,136.77 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST | 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING | $ 72,300 | ENGINEERING COST TO DATE | $ 4,300 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION | 94 |
| ESTIMATED PERCENT: OVERRUN UNDERRUN | - 3.1 % | PERCENT OF AUTHORIZATION | 59 % | DATE PROJECT WAS COMPLETED: | 6/27/78 |

semi-final estimate delivered to Region Office July 19th

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.29 | 0.29 | | | 0.29 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.29 | 0.29 | | | 0.29 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 322 cy | 1,420 T | | | 1,450 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 430 | 1,446 | | | 1,347 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | same | same | | | same |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Keesey K RECEIVED Richards
Jackmond Berg
Hopkins JUL 24 1978 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY<br>July 17, 1978 | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final estimate delivered to Region Office on July 19th.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver
Keats Oliver, Res. Engr.
LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

86.11   8

☆ U.S. GOVERNMENT PRINTING OFFICE: [illegible] - 829

STATE COPY

6-30-78

U.S. PARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

cc: OSHD (H S Coulter)

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Benton | DIVISION<br>Oregon |

IN COMPANY WITH
See below

| | | |
|---|---|---|
| DATE OF INSPECTION<br>6/30/78 | INSPECTION MADE BY<br>W. H. Kappus, Area Engineer | PROJECT NO.<br>TQF-22(1) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>100 % | WORK COMPLETED<br>100 % |

### SEELEY CREEK ROAD
### ALSEA HIGHWAY
### Grading, Drainage, & Paving

This project is located 1.95 miles east of Alsea, Oregon on State Highway 34. This project provided for the construction of an eastbound slow vehicle turnout bay.

The contract was awarded to Morse Bros. Inc. on March 28, 1978, for a contract amount of $69,817.70. Work started on April 21, 1978, and was completed June 30, 1978.

This final inspection was conducted on June 30, 1978, with the following people in attendance:

| | |
|---|---|
| Robert Royer, | Construction Engr, OSHD |
| Keats Oliver, | Resident Engr, OSHD |
| Robert Christman, | Contractor, Morse Bros. Inc. |

The materials incorporated into this project are considered to be in substantial conformance with the specifications. The contract work has been satisfactorily completed.

RECEIVED
STATE HWY ENGR
JUL 28 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7-28-78
CJ Keasey

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8698

TATE COPY 8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | m Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>4-98 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Benton |
| MODIFICATION NUMBER<br>1 | 4-13-78 | Project Number<br>TOF-22(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 22, 1977, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 8,000 | $ 88,216 |
| Federal funds | $ 6,860 | $ 75,689 |
| Other revisions | | |

This modification is made for the following reasons: Adding the construction phase and reducing the preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of April, 1978.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Engineer
*(Title)*

By

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon, March 30, 1978

Federal-Aid Project
No. TQF-22(1)

SEELEY CREEK ROAD SECTION
ALSEA HIGHWAY
BENTON COUNTY

Revised Project Agreement Estimate.

| | | | |
|---|---|---|---|
| Type Code P.E. | | | |
| Preliminary Engineering | All Required | | $ 6,500.00 |
| | | | |
| Type Code 6201 | | | |
| Roadway (Sta. 14+60 to Sta. 30+00) | | | |
| Mobilization | All Required | | $ 5,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 2,400.00 |
| Temporary Signs | 200 Sq. Ft. | $ 5.00 | 1,000.00 |
| Temporary Barricades | 2 Only | 70.00 | 140.00 |
| Flagmen | 150 Hour | 22.00 | 3,300.00 |
| General Excavation | 322 Cu. Yd. | 5.35 | 1,722.70 |
| Finishing Roadbed and Slopes | All Required | | 1,475.00 |
| Aggregate Shoulders | 450 Cu. Yd. | 9.71 | 4,369.00 |
| Cement Treated Base Mixture | 1,420 Ton | 10.50 | 14,910.00 |
| Portland Cement in CTB Mixture | 80 Ton | 68.00 | 5,440.00 |
| Asphalt in Seal | 4 Ton | 150.00 | 600.00 |
| Class "C" Asphalt Concrete | 1,450 Ton | 19.25 | 27,912.50 |
| 18-inch Culvert Pipe | 18 Lin. Ft. | 50.00 | 900.00 |
| Extra for Asphalt Approaches | 3 Each | 156.00 | 468.00 |
| Delineators | 10 Each | 18.00 | 180.00 |
| | | | $69,817.70 |
| | | | |
| Anticipated Items | | | |
| Permanent Pavement Striping | All Required | | $ 550.00 |
| Temporary Erosion Control | All Required | | 1,000.00 |
| | | | $ 1,550.00 |
| | | | |
| | Subtotal | | $71,367.70 |
| | Engineering | | 10,348.30 |
| | Total | | $81,716.00 |

Length of Roadway - - - - - - - - - - - 0.292 Mile
Cost of Roadway Per Mile - - - - - - $279,849.32

SUMMARY OF FUNDS (85.8%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,500.00 | $ 5,579.00 | $ 923.00 |
| Roadway | 81,716.00 | 70,112.00 | 11,604.00 |
| Total | $88,216.00 | $75,689.00 | $12,527.00 |

Group 1 100%
Contract No. 8698
Prefix: 2-1946
Prefix: 2-1094

STATE COPY 8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>11-158 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>11-22-77 | State<br>Oregon<br>County<br>Benton<br>Project No.<br>TOF-22(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 34 1.95 mi. E. of Alsea E 0.8 mile

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 6-20-77 | 0.8 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS Pro rata 85.8%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 8,000 | $ 6,860 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

NOV 22 1977

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C, 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 16, 1977

Federal Aid Project
No. TQF-22(1)

MP 42.4(Seeley Creek Rd.)Section
Alsea Hwy. In Benton County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering (M.P. 41.8 to M.P. 42.6)

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 8,000.00 |
| | TOTAL | $ 8,000.00 |

Length of Project. . . . . . . 0.8 mile

SUMMARY OF FUNDS (85.8%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| P.E. | $ 8,000.00 | $ 6,860.00 | $ 1,140.00 |
| Retain in Program<br>Gr.-Dr.-HT-Pave | $110,000.00 | $ 94,380.00 | $15,620.00 |
| TOTAL | $118,000.00 | $101,240.00 | $16,760.00 |

Group 1 - 100%
Prefix 2-1946 P.E.

8698

8

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 7, 1978

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8698 for work on the Sealey Creek Road Section of the Alsea Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
C. O. Fredrickson
Keats Oliver

**MORSE BROS., INC.**

OREGON MB

ADMINISTRATIVE OFFICE
P. O. BOX 7, EAST GRANT ST.
LEBANON, OREGON 97355
TELEPHONE (503) 258-8141

April 4, 1978

C. W. Head
Commission Services
121 Transportation Building
Salem, Oregon 97310

Dear Sir:

Enclosed, please find two copies of contract #8698 on the Seeley Creek Road Section of the Alsea Highway in Benton County which have been fully executed by us.

Very truly yours,

MORSE BROS., INC.

R H Belling

R. H. Bellinger
Vice-President of Administration

RHB:jlm
Enclosures

NOTED
C. W. HEAD

RECEIVED
APR 5 1978
COMMISSION [illegible]VICES
DEPARTMENT OF TRANSPORTATION

8698

9

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Keats Oliver
SAIF
Fran

March 29, 1978

Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

Gentlemen:

The Oregon Transportation Commission on March 28 accepted your proposal for work on the Seeley Creek Road Section of the Alsea Highway in Benton County for the sum of $69,817.70 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8698.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 10, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8698 8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

March 17, 1978

HS Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 23, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on projects as set forth in ORS 366.514. Bids will be opened March 23, 1978 on the following projects:

1. Richland Rock Production
Baker-Copperfield Highway
Baker County

Aggregate production.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Seeley Creek Road
Alsea Highway
Benton County

Grading and paving. Climbing lane construction. Four-foot shoulders provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

3. Portland Avenue at Gloucester Street (Gladstone)
FAP No. M-9647(1)
Clackamas County

Traffic signals.

Same as No. 1

4. Cape Arago Highway at Harrison Avenue (North Bend)
   Cape Arago Highway
   Coos County

   Traffic signals.

   Same as No. 1.

5. Oakland-Shady Highway at Newton Creek Road
   Oakland-Shady Highway
   Douglas County

   Traffic signals.

   Same as No. 1.

6. Medford-Four Corners
   Crater Lane Highway
   Jackson County

   Paving.

   Overlay and signing project. Ten-foot shoulders on this project to be signed and striped as a bikeway.

7. Redwood Highway at Oregon Caves Jct. (Cave Junction)
   Redwood Highway
   Josephine County

   Traffic signals.

   Same as No. 1.

8. McKenzie Highway at S. 32nd St. (Springfield)
   McKenzie Highway
   Lane County

   Traffic signals.

   Same as No. 1.

9. Brogan Hill Rock Production
   John Day Highway
   Malheur County

   Aggregate crushing.

   Same as No. 1.

10. North Banfield Interchange (UPRR Shoofly)
East Portland Freeway
Multnomah County

Grading and structures.

Class I bikeway to be incorporated in later contract.

11. SW Barbur Blvd at SW 3rd Ave and SW Miles St (Portland)
Pacific Highway West
Multnomah County

Traffic signals.

Same as No. 1

12. W Burnside St at NW 23rd and SW 1st at SW Arthur St (Portland)
City Streets
Multnomah County

Traffic signals.

Same as No. 1

13. NE Marine Dr-NE Failing St
East Portland Freeway
Multnomah County

Grading and drainage.

Grading for future bikeway incorporated in this contract.

14. SE Stark/Washington St Interchange
East Portland Freeway
Multnomah County

Grading, paving and structures.

Ten-foot sidewalk/bikeway to be constructed on this contract.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8698

3-1-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-22(1)

STATE PROJECT NO. See Below

COUNTY NAME Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70135

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>3-1-78 | DATE AUTHORIZATION EFFECTIVE<br>3-1-78 | FEDERAL ROUTE NUMBER Primary 2<br>STATE ROUTE NUMBER Primary 27 |

GENERAL LOCATION:

"Seeley Creek Road (MP 42.4) Section of the Alsea Highway"

GENERAL DESCRIPTION OF WORK:

Grading and Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Permanent Pavement Striping (SF) $550
Temporary Erosion Control (EW) $1,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABO

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-24-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $96,105, Federal funds $82,458.

A signed copy of the Title Sheet is returned herewith.

Swan
w/enc.
3-8

DATE 3-1-78

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

2678

27

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78

3-23-78 Bid Letting ______________ All Clear Deadline

SECTION Seeley Creek (MP 42.4)
Highway Alsea
County Benton Region 2
Type of Work Sl Vehicle T-O (E Bn) Funds Trans
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | | ☒ | | | ☒ | No problems - Noise study required |
| Write-off Letter | ☒ | | | | | |

PERMITS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| | | | | | | |

CULTURAL:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |

NOISE:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | | ☒ | | | ☒ | |

8698 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

6-20-77

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO TOF-22(1)

TE PROJECT NO. See Below

COUNTY NAME Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70135

**TO:**

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
JUN 30 '77
REFER TO
orig. to
FOR
Info | Inves | R/D | D/R | Sign | Act

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 6-20-77

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 27

GENERAL LOCATION:

"MP 42.4 (Seeley Creek Rd.) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $8,000-FF $6,860
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 15, 1977 letter.

DATE 6-20-77

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8678

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: May 20, 1977

FROM: G. N. Hopkins
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
M.P. 42.4 (Seeley Creek Rd.)
Alsea Highway
Benton County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
[illegible]

RECEIVED
MAY 24 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 5-20-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 4 : H. C. Johnson
Region 2 Geologist: William Fretwell
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAY 19 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 5, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project TQF-22(-)
M.P. 42.4 (Seeley Cr. Rd.)
Alsea Hwy.
Benton County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' April 25, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. [illegible]
G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
MAY 11 '77
REFER TO
Prog Mgt.
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
D. E. SWAN

PROJECT MANAGEMENT
MAY 11 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY
3 PROJECT
NON-MAJOR
TQF-22(-)

## PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 20, 1977

Section M.P. 42.4 (Seeley Creek Rd.)

Unit (if appl)

County Benton

City

Highway Alsea

State Hwy. No. Oregon 27

Termini: M.P.(if appl) M.P. 41.8- M.P. 42.6

Length 0.8 mile

Region 2

Construction Estimate $110,000
Program Amount

---

B. Purpose of Project: **The proposed project is to construct a slow speed vehicle turnout for eastbound traffic.**

---

C. Origin & History of Project: **The project was approved by the D.O.T. Commission on March 15, 1977 for inclusion in the Special Supplemental Preservation Program to be financed with Transition Quarter Funds.**

---

D. General Description of Project: **The proposal is to construct an additional traffic lane on the southerly side of the highway for a slow moving vehicle turnout.**

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0
Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 1400; Projected ADT 2660; Yr. 1995
Existing Level of Service C

Proposed Facility: Projected ADT 2660; Yr. 1995
Projected Level of Service C

Right of Way: Additional anticipated **No** (Yes, No); if yes, give approx. No. Parcels ________

Acres ________; Type of Relocation Req. ________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

**Commercial sources are available to supply surfacing material. A borrow source may be required this will be determined during the field Survey.**

Type of Structure(s):

**N/A**

Brief Description of River or Stream and Type of Involvement, if any:

**None Involved.**

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

**O.S.H.D.**

Location or Design Alternatives (identify and describe):

**Several locations within the project limits will be considered to determine the most feasible location.**

Other Descriptive Information or Comments:

**Safe passing opportunities on this section of highway are scarce. Slow vehicle turnouts would improve highway safety and traffic flow.**

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural: The terrain is the flat to gentle rolling valley floor extending in a east-west direction along the main stem of the Alsea River. The northerly side of the valley floor is bisected by the highway which extends from the Oregon Coast Highway at Waldport to the Corvallis Newport Highway at Philomath. The extreme northerly edge of the valley is delineated by the rising slopes of the Coastal mountain range. The valley floor in this area is generally open farm land with a few scattered trees changing to woodlands on the sloping hillsides and along the river channel.

2. Cultural: Roadside culture is generally open farm land surrounding scattered farm homes and small acreage home sites. Farming activities are pretty much confined to the cultivation of pasture lands and grain fields.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
   None Required.

2. Estimated Impact on Traffic Patterns:

   There would be no change in traffic patterns.

   Consequences--Air Quality, Noise, Safety, etc.:
   Traffic flow and highway safety would be improved.

3. Estimated Impact on Land Use:

   No impacts anticipated.

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   None.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   A cultural resource survey will probably be necessary.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

**None identified.**

7. Potential for Controversial Issues:

**None anticipated.**

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

**N/A**

b. Noise Standards

A noise report will be prepared, as per FHPM 7-7-3.

c. Water Quality Standards

**N/A**

d. Area Land Use and Transportation Plans, and Zoning

**N/A**

---

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------ -X--NON-MAJOR ACTION-----

SIGNIFICANT:
___ D & FEIS
___ Section 4(f)

NON-SIGNIFICANT:
___ D & F Neg.Dec.
___ Section 4(f)

X ASSESSMENT ONLY
___ STATEWIDE ASSESSMENT

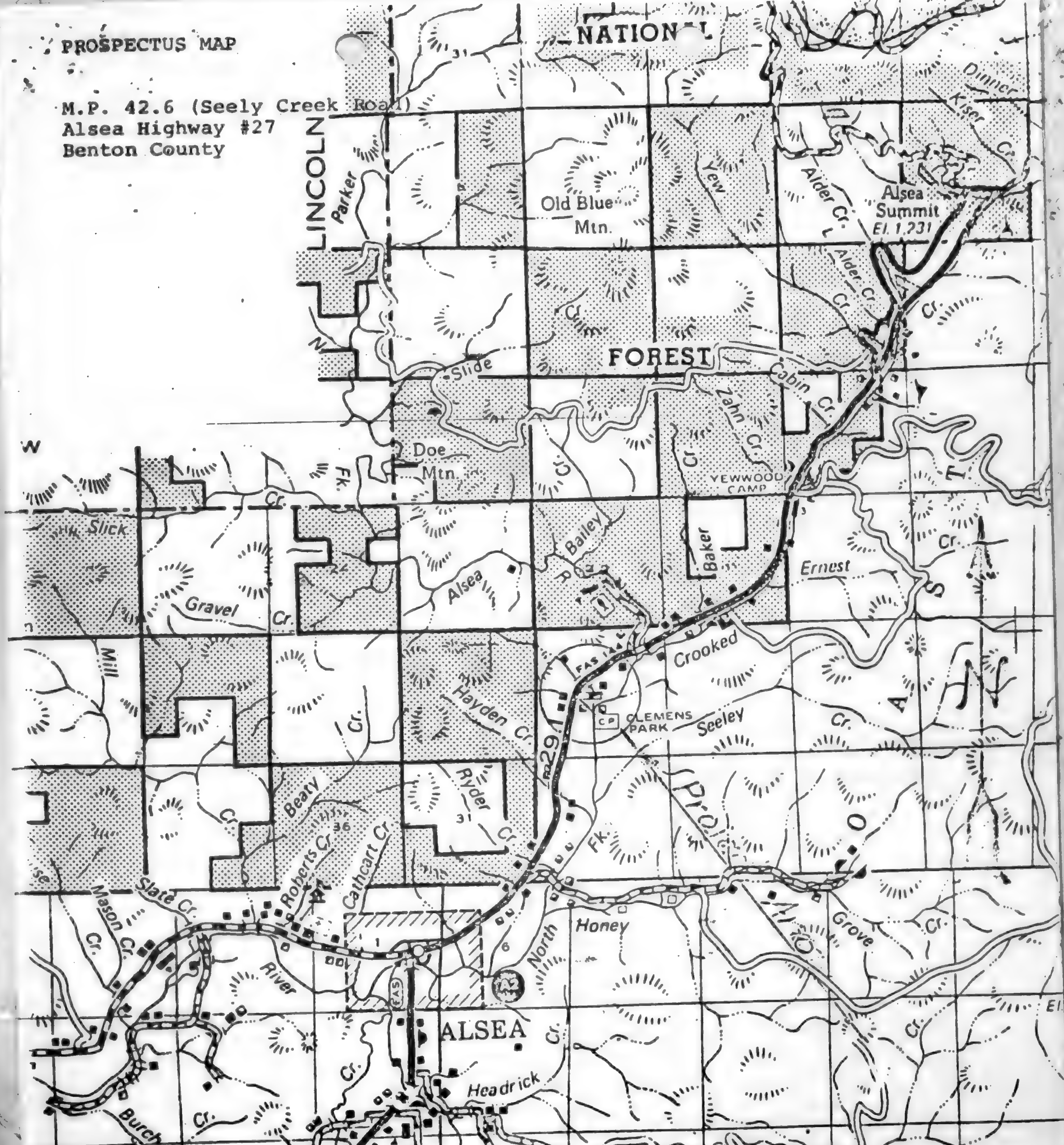
Basis for Type of Action and Documentation:

---

D. Recommended Project Category: ___ 1 ___ 2 X 3 ___ 4

PROSPECTUS MAP

M.P. 42.6 (Seely Creek Road)
Alsea Highway #27
Benton County


NATIONAL
FOREST
LINCOLN
Parker
Old Blue Mtn.
Yew
Alder Cr.
Alsea Summit El. 1,231
Dinner
Kiser Cr.
Slide
Cabin Cr.
Zahn Cr.
Doe Mtn.
YEWWOOD CAMP
Slick
Gravel Cr.
Mill
Fk.
Alsea
Bailey
Baker
Ernest
Crooked
CLEMENS PARK
Seeley
Hayden Cr.
Beaty
Ryder Cr.
Roberts Cr.
Cathcart Cr.
Mason Cr.
Slate Cr.
River
North Fk.
Honey
Grove
ALSEA
Headrick
Burch Cr.
South
Wilson Cr.
Dubuque Cr.
Trout
29
31
36

Form FHWA 121 (Rev. 5-73)

8698

8

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 5, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project TQF-22(-)
M.P. 42.4 (Seeley Cr. Rd.)
Alsea Hwy.
Benton County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' April 25, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. [illegible]
G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
MAY 11 '77
REFER TO
Prog Mgt
FOR
Info Inves R/D D/R Sign Act File

orig. to

8699 Portland Ave. @ Gloucester 1978
St. (Gladstone) Sec.
(Traffic signal installation)

C+A 6185 8-25-77 8-29-77

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

**(OR ADVICE OF CASH TRANSACTION)**

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 1-15-81 | cc 81-05 | |

**CREDIT DISTRIBUTION**

| | |
|---|---|
| 303-1953-295 | $210.16 |
| 303-1098-295 | 526.39 |

**BILL TO:** Code:

City of Gladstone
City Hall

Gladstone, Oregon 97027

Attn: Leonard A. Strobel
City Administrator

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement<br>Federal Aid Urban Project M-9647 (1)<br>Portland Ave. at Gloucester St.<br>Clackamas County<br>Agreement No. 6185<br>Contract No. 8699 | | | |
| TOTAL COST | | | $42,289.75 |
| Less Federal Funds | | | 35,963.19 |
| Less State Share | | | 3,150.01 |
| City Share | | | 3,176.55 |
| City's Advance Deposit | | | 3,250.00 |
| REFUND DUE CITY | | | $ 73.45 |

(Attach Itemized Statement to Invoice)

| | |
|---|---|
| Advance Deposit Amount | $ 3,250.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 2,440.00 |
| Balance | $ 810.00 |
| Transfer to Highway Fund | $ 736.55 |
| Refund Due | $ 73.45 |

Amount Due . . . . . . $

Submitted by:
Gary E. Zehner
Gary E. Zehner

Partial or final request for billing FINAL

Approved:
For D. E. Swan

Number of the previous request in connection with this service. cc 1926

SP*35736-734

2

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** January 15, 1981

**CITY** GLADSTONE **Contract No.** 8699 **Date Completed** 11-6-78

**PROJECT #** M-9647(1) **Section** Portland Avenue at Gloucester Street

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 2,960.03 |
| Payment to Contractor | | 33,874.00 |
| SFO #1 Signal Controller Testing | | 1,440.00 |
| Construction Engineering | | 3,966.39 |
| Interest | | 26.54 |
| EEO Monitoring | | 22.79 |
| TOTAL PROJECT COST | | $42,289.75 |
| Less Federal Funds | | 35,963.19 |
| BALANCE | | $ 6,326.56 |
| Less Non-Participating Costs: | | |
| Construction Engineering | $348.08 | |
| Interest | 26.54 | $ 374.62 |
| Amount to be Shared by State & City | | $ 5,951.94 |

State Share: 50% of ($5,951.94 + $348.08) = $3,150.01

City Share: 50% of ($5,951.94 + $348.08) + $26.54 = $3,176.55

**Reference: Billing Form** CC 81-05

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (*Insert official or depositary named in project agreement*)
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(*For use of Paying Office*)

STATE
Oregon

VOUCHER TYPE (*Check Appropriate Block*)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 7-18-77
TO 12-12-79

FEDERAL AID PROJECT NO.
M-9647(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| P.E.<br>$ 2,960.03 | $ 2,960.03 | 85.80% | $ 2,539.71 | $ 2,539.71 | $ 0.00 |
| CONST.<br>39,329.72 | 38,955.10 | 85.80% | 33,423.48 | 33,423.48 | 0.00 |
| $42,289.75 | $41,915.13 | 85.80% | $35,963.19 | $35,963.19 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 4/7/80

PASSED FOR PAYMENT
V.E. Skoog, Controller

REMARKS

$ 0.00

1-15-81
To Type
E

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

303-1953
303-1098

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Portland Ave. At Glorecester St. (Gladstone)<br>FAU 9647 (Portland Ave.)<br>Clackamas County | | | | | |
| | Preliminary Engineering<br>Type Code P.E.<br>State | All Required | | | $2,960.03 | |
| | Construction<br>Type Code Y031<br>Signals<br>Final Contract Payment Summary | Lump Sum | | | $33,874.00 | |
| | Construction Engineering<br>State | All Required | | | $ 3,641.10 | |
| SPO | #1 Signal Controller Testing | All Required | | | 1,440.00 | |
| | Total Construction Engineering | | | | $ 5,081.10 | |
| | Total Participating Cost | | | | $41,915.13 | |
| | Nonparticipating Cost<br>Interest on final payments | All Required | | | 26.54 | |
| | Construction Engineering | All Required | | | 348.08 | |
| | Total Nonparticipating | | | | $ 374.62 | |
| | TOTAL PROJECT COST | | | | $42,289.75 | |
| | Prepared based on participating cost shown on Federal Billing as of 4/17/80. | | | | | |
| | CONST. ENGR. BY STATE | | | | | |
| | AMOUNT CARRIED FORWARD ..... | | | | | |

```
                                             TOT     P1
                                             TOT     N1
                                          ** JOB TOTALS **                 **             **

 PORTLAND AV@GLOUCESTER GLDSTN CONT NO       * FA PROJ NOS M   647001 100
                                    303   1953     296     00 N 9
                                    303   1953     298     00 N 9
                                    303   1953     901     00 P 1
                                    303   1953     905     00 P 1
                                    303   1953     911     00 P 1
                                    303   1953     914     00 P 1
                                    303   1953     920     00 P 1




                                                                                NOVEMBER 1980
TOTAL TO DATE JOB COST SUMMARY
                                                                                    FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE
                                    303   1953     921     00 P 1
                                                   TOT     P1
                                                ** JOB TOTALS **               **             **

   SPRR XING @ WASHINGTN MILWKIE CONT NO      * FA PROJ NOS RR0000S007 100                  268.98CR
                                    303   1955     296     00 N 9
                                    303   1955     298     00 N 9                           268.98
                                    303   1955     299     00 N 9
                                    303   1955     901     00 P 1
                                    303   1955     901     00 N 1
                                    303   1955     905     00 P 1
                                    303   1955     913     00 P 1
                                                   TOT     P1
                                                   TOT     N1
                                                ** JOB TOTALS **               **             **

   SPRR XING @ TOLIVER (MOLALLA) CONT NO      * FA PROJ NOS RRG000S035 100                   34.51CR
                                    303   1958     296     00 N 9
                                    303   1958     298     00 N 9                            34.51
                                    303   1958     299     00 N 9
                                    303   1958     901     00 P 1
                                    303   1958     901     00 N 1
                                    303   1958     905     00 P 1
                                                   TOT     P1
                                                   TOT     N1
                                                ** JOB TOTALS **               **             **

   N SHIRLEY-WOODBRN/ESTCADA     CONT NO      * FA PROJ NOS OS  302001 100
                                    303   1965     295     00 N 9                            15.97
                                    303   1965     296     00 N 9                            15.97CR
                                    303   1965     298     00 N 9
```

```
                                                                              98.55
                TOT       P1                                                   2.76
                TOT       N1                                                 101.31  **
             ** JOB TOTALS **                    **                **

                                                                                     STATE
TN CONT NO         * FA PROJ NOS M    647001 100                           2,539.71CR
      303     1953      296       00 N 9                                   2,539.71
      303     1953      298       00 N 9                                     596.48
      303     1953      901       00 P 1                                     172.40
      303     1953      905       00 P 1                                     989.57
      303     1953      911       00 P 1                                     323.37
      303     1953      914       00 P 1                                      75.00
      303     1953      920       00 P 1



                                                   NOVEMBER 1980         PAGE  627
Y
                                                        FISCAL           GRAND TOTAL
                                                     YEAR TO DATE          TO DATE
MENT         PREFIX          FUNCTION   GR  CURRENT MONTH                      803.2
        303    1953          921      00 P 1                               2,960.03
                             TOT      P1                   **        **    2,960.03  **
                          ** JOB TOTALS **

                                                                                      STATE
LWKIE CONT NO         * FA PROJ NOS RR0000S007 100             268.98CR       899.46CR
        303    1955      296         00 N 9                                   630.48
        303    1955      298         00 N 9                    268.98         268.98
        303    1955      299         00 N 9                                   599.93
        303    1955      901         00 P 1                                   198.93
        303    1955      901         00 N 1                                    98.20
        303    1955      905         00 P 1                                     2.40
        303    1955      913         00 P 1                                   700.53
                         TOT         P1                                       198.93
                         TOT         N1                                       899.46  **
                      ** JOB TOTALS **                 **               **

                                                                                      STATE
ALLA) CONT NO         * FA PROJ NOS RRG000S035 100            34.51CR         194.48CR
        303    1958      296         00 N 9                                   159.97
        303    1958      298         00 N 9                   34.51            34.51
        303    1958      299         00 N 9                                   108.03
        303    1958      901         00 P 1                                   167.41
        303    1958      901         00 N 1                                    69.71
        303    1958      905         00 P 1                                   177.74
                         TOT         P1                                       167.41
                         TOT         N1                                       345.15  **
                      ** JOB TOTALS **                 **               **

                                                                                       STATE
DA     CONT NO        * FA PROJ NOS OS  302001 100                          1,002.00
        303    1965      295         00 N 9                   15.97         8,876.03CR
        303    1965      296         00 N 9                   15.97CR       7,874.03
        303    1965      298         00 N 9
```

```
                              303   1095     900     02 N 1                                                  587.
                              303   1095     915     00 P 1                                               37,514.
                                             TOT     P1                                                       44
                                             TOT     N1
                                         ** JOB TOTALS **                    **             **            37,558

 PTLD AVE @ GLOUCESTER ST     CONT NO 8699 * FA PROJ NOS M   647001 100                                   33,874.
                              303   1098     201     00 P 1 Cont.




TOTAL TO DATE JOB COST SUMMARY                                        NOVEMBER 1980           PAGE  14
                                                                          FISCAL              GRAND TO
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX         FUNCTION   GR  CURRENT MONTH    YEAR TO DATE     TO DAT
                              303   1098     206     00 N 1 Int.                                          26
                              303   1098     255     00 N 9 Tr. City                                   2,440
                              303   1098     296     00 N 9 " St.                                     35,863
                              303   1098     298     00 N 9 " Fed.                                    33,427
                              303   1098     900     00 P 1 Const. Engr.                               3,618
                              303   1098     900     00 N 1   "    "                                     348
                              303   1098     900     01 P 1   "    "                1.47               1,440
                              303   1098     900     01 N 1   "    "                1.47CR
                              303   1098     985     00 P 1 EEO                                           22
                                             TOT     P1                             1.47              38,955
                                             TOT     N1                             1.47CR               374
                                         ** JOB TOTALS **                    **             **        39,329

 8TH ST-15TH ST IN ASTORIA    CONT NO 8457 * FA PROJ NOS M   370001 100                                  204,340
                              304   1022     201     00 P 1                                              226
                              304   1022     201     00 N 1                                               43
                              304   1022     206     00 N 1                                              792
                              304   1022     220     02 P 1                                               65
                              304   1022     220     03 P 1                                              578
                              304   1022     240     04 N 1                                              102
                              304   1022     270     01 P 1                                           35,200
                              304   1022     295     00 N 9                                          220,370
                              304   1022     296     00 N 9                                          185,170
                              304   1022     298     00 N 9                             9.38            30,70
                              304   1022     900     00 P 1                                               37
                              304   1022     900     00 N 1                                                2
                              304   1022     920     00 P 1                                               15
                              304   1022     950     00 P 1                                                4
                              304   1022     985     00 P 1
                                             TOT     P1                               9.38           236,82
                                             TOT     N1                                                   76
                                         ** JOB TOTALS **                    **       9.38  **       237,58

 COLUMBIA AVE(SCAPPOOSE)      CONT NO             FA PROJ NOS SRS 00S061 100
                              305   1076     270     01 P 1                                               61
                              305   1076     270     02 P 1                                             1,23
                              305   1076     270     03 P 1                                             1,0
                              305   1076     270     04 P 1
```

```
                                                                                   33.79          79      79
                                                                                  587.54          78      80
303     1095          900          02 N 1
303     1095          915          00 P 1                                      37,514.38
                      TOT          P1                                              44.31
                      TOT          N1                                **      **    37,558.69 **
                   ** JOB TOTALS **
                                                                                                STATE
                                                                               33,874.00 ✓       78      78
NO 8699 * FA PROJ NOS M    647001 100
303     1098          201          00 P 1 Cont.
```

```
                                                        NOVEMBER 1980          PAGE  147
                                                                              GRAND TOTAL        ACTIVE  YRS
                                                               FISCAL           TO DATE          BEG     END
                                  FUNCTION   GR  CURRENT MONTH   YEAR TO DATE         26.64 ✓   79      79
        PREFIX                                                                     2,440.00 ✓   79      79
   303      1098          206         00 N 1 Int.                                 35,863.48CR ✓  78      80
   303      1098          295         00 N 9 Tr. City                             33,423.48 ✓   78      80
   303      1098          296         00 N 9  "  St.                               3,618.31 ✓   78      80
   303      1098          298         00 N 9  "  Fed.                                348.08 ✓   78      80
   303      1098          900         00 P 1 Const. Engr.                          1,440.00 ✓   78      80
   303      1098          900         00 N 1    "      "             1.47                       78      80
   303      1098          900         01 P 1    "      "             1.47CR                     78      78
   303      1098          900         01 N 1    "                                     22.79
   303      1098          900         01 N 1                                      38,955.10
   303      1098          985         00 P 1 EEO                     1.47            374.62
                          TOT         P1                             1.47CR
                          TOT         N1                       **         **      39,329.72  **
                        ** JOB TOTALS **
                                                                                                 STATE
                                                                                 204,340.21       77      79
CONT NO 8457 * FA PROJ NOS M    370001 100                                           226.10CR     79      79
    304     1022          201         00 P 1                                          42.03       78      78
    304     1022          201         00 N 1                                         795.74       78      78
    304     1022          206         00 N 1                                         652.14       77      78
    304     1022          220         02 P 1                                         578.30       78      79
    304     1022          220         03 P 1                                         107.14       77      78
    304     1022          240         04 N 1                                      35,200.00       77      77
    304     1022          270         01 P 1                                     220,370.20CR     77      80
    304     1022          295         00 N 9                                     185,170.20       77      80
    304     1022          296         00 N 9                                      30,704.18       76      80
    304     1022          298         00 N 9                        9.38             370.41       76      80
    304     1022          900         00 P 1                                          24.28       78      78
    304     1022          900         00 N 1                                         155.82       77      77
    304     1022          920         00 P 1                                          41.31       77      77
    304     1022          950         00 P 1                                     236,820.82
    304     1022          985         00 P 1                        9.38             764.64
                          TOT         P1
                          TOT         N1                       **   9.38  **     237,585.46  **
                        ** JOB TOTALS **
                                                                                                 STATE
                                                                                       2.41       77      79
CONT NO             FA PROJ NOS SRS 00S061 100                                       611.79       77      78
    305     1076          270         01 P 1                                       1,231.32       77      79
    305     1076          270         02 P 1                                       1,042.80       77      78
    305     1076          270         03 P 1
    305     1076          270         04 P 1
```

8644

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

STATE COPY

2

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

2

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Clackamas | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-11-79 | REPORT MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>M-9647(1) |
| COMPLETION DATE<br>11-6-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>1-25-79 | TIME ELAPSED<br>99 % | CONTRACT TIME<br>200 C.D. |
| APPROVED EXTENSIONS<br>None | LOCATION<br>Intersection of Portland Avenue and Gloucester Street in the City of Gladstone | | |

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORTLAND AVENUE AT GLOUCESTER STREET
PORTLAND AVENUE (FAU 9647)
Traffic Signal

RECEIVED
STATE HWY ENGR
DEC 13'79
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | |
|---|---|---|---|---|---|---|
| | | | | | | |

12-13
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>W. N. Bryant<br>W. N. Bryant<br>Area Engineer | | SIGNATURE<br>G. K. Hossner<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations Engineer | |
| TITLE<br>Area Engineer | DATE<br>12-12-79 | TITLE<br>Field Operations Engineer | DATE<br>12-12-79 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8699

January 30, 1979

Rathbone, King and Seeley
1 S. W. Columbia
Portland, OR 97201

Gentlemen:

Contract No. 8699 awarded to Tice Electric Company for a traffic signal installation on Portland Avenue at Gloucester Street in Gladstone, Clackamas County, was completed on November 6, 1978, and accepted by the State Highway Engineer on January 25, 1979.

Final payment in the amount of $1,693.70 will be released to the contractor after February 6, 1979. The total contract amount is $33,874 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Tice Electric Company
2139 S. E. Belmont St.
Portland, OR 97214

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

#[illegible]6-79

LFE
CORPORATION
~~Traffic Control Di on~~
AUTOMATIC SIGNAL
ision
1819 South Central Avenue
Suite 100, South Central Building
Kent, Washington 98031
ent, WA. 98031 • (206) 854-1232

**Ted L. Morehead**
District Sales Manager
206-854-1232

January 23, 1979

Mr. Fred Klaboe, Chief of Operations
State of Oregon, Department of Transportation
Room 140, State Highway Building
Salem, Oregon 97310

Re: State of Oregon Traffic Signal Contract
Portland Avenue and Gloucester in Gladstone,
Oregon - Placed in operation, November 3, 1978.

Dear Mr. Klaboe:

copy [illegible]6-6
[illegible]

I represented my company (LFE, Automatic Signal) during the "turn on" process and wish to compliment the State of Oregon "turn on team" who conducted the "turn on" process in a highly professional manner. Their performance was so thorough and satisfactory that my requirements were limited to the capacity of an observer.

It is my understanding that the "turn on team" of Mr. Melford Jones and Mr. Dean Taber work under the supervision of Mr. Bob Judson, and that this program is applied to most new traffic signal contracts in the state of Oregon. We do agree with the merits of this program and will look forward to additional cooperative efforts in the near future.

We would be delighted if other State Highway Departments would set up similar "turn on" programs.

Very truly yours,

Ted L. Morehead
Ted L. Morehead
District Sales Manager

TLM:mj

RECEIVED
STATE HWY ENGR
JAN 26 '79
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[illegible]

RECEIVED
DOT DIRECTOR
JAN 26 '79
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8617

U. S. GOVERNMENT PRINTING OFFICE: [illegible]6-623-093

STATE COPY

1-18-79

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>1 | **COUNTY**<br>Clackamas | **DIVISION**<br>Oregon |
| **IN COMPANY WITH**<br>Marion Craft, OSHD | | | |
| **DATE OF INSPECTION**<br>1-18-79 | **INSPECTION MADE BY**<br>W. N. Bryant, Area Engineer | | **PROJECT NO.**<br>M-9647(1) |
| **QUALITY OF WORK***<br>Satisfactory | | **PROGRESS OF WORK**<br>Satisfactory | **TIME ELAPSED**<br>99 %<br>**WORK COMPLETED**<br>100 % |

### PORTLAND AVE. at GLOUCESTER STREET
### PORTLAND AVE. (FAU 9647)
### Traffic Signal

Work completed under this project consisted of the installation of a multi-phase traffic pedestrian-actuated signal system at the intersection of Portland Avenue and Gloucester Street in the City of Gladstone.

A contract in the amount of $35,570.00 was awarded Tice Electric Co. on April 14, 1978. Work began on August 17, 1978 and was completed in reasonably close conformance with the approved plans and specifications including approved changes on November 6, 1978 at a final estimated cost of $36,674.00 which includes $33,874.00 for bid item work and $2,800.00 for engineering.

A total of 197 calendar days were used in completing the work as compared to the 200 calendar days specified.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with the approved specifications.

Acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
FEB -6'79
REFER TO
cy Keasey
FOR

| Info | Inves | R/D | D/R | Sgn | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

FORM FHWA-1446 A (12-73) FORMER

Previous Editions of PR-338 Will Not Be Used.

8699

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JAN 25 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE: December 1, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-9647(1)

| | |
|---|---|
| Contract | 8699, Work Completed November 6, 1978 |
| Project | Portland Ave. @ Gloucester St. (Gladstone) |
| Highway | FAU 9647 |
| County | Clackamas |

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-18-79

HB

G.K. H
f G. L. Green
Division Administrator

NOTED
H.S. COULTER

RDC:mk

cc: H. S. Coulter
(C. T. Keasey)
E. L. Hardt
R. D. Church

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
JAN 24 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

Form 81-734-3122 (Rev. 7-77)

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 11-30-78 | CC 1926 | | 303-1098-295 |

**BILL TO:** Code:

City of Gladstone
City Hall
Gladstone, Oregon 97027
Attn: Bernice Marlow, City Recorder

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Partial transfer of the advance deposit for the construction on the Portland Ave. @ Gloucester St., FAU 9647.<br>Agreement No. 6185<br>AD 407 & 313 | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 3,250.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 0 |
| Balance | $ 3,250.00 |
| Transfer to Highway Fund | $ 2,440.00 |
| Refund Due | $ |

Amount Due . . . . . $

Partial or final request for billing Partial

Number of the previous request in connection with this service.

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved: [illegible] Wimer

SP*35736-734

8699

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Portland Ave at Gloucester (Gladstone)

WEEK ENDING: Nov. 11, 1978

SECTION PREFIX: 303-1093

HIGHWAY: FAU 9647 (Portland Ave.)

COUNTY: Clackamas

NAME OF JOB: Portland Ave. at Gloucester

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Vice Electric Co.

CONTRACT NUMBER: 8699

FEDERAL AID PROJECT NUMBER: M-9647(1)

DATE OF CONTRACT: April 14, 1978

DATE WORK STARTED: August 17, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 200

WORK DAYS USED

CALENDAR DAYS USED 197

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 99

PROJECT AUTHORIZATION $ 42,216.15

EXCLUSIVE OF ENGINEERING $ 38,529.15

ENGINEERING AUTHORIZATION $ 3,687.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 34,974.00

ENGINEERING COST TO DATE $ 2,800

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT X ~~OVERRUN~~ UNDERRUN 9.3 %

PERCENT OF AUTHORIZATION 76 %

DATE PROJECT WAS COMPLETED November 6, 1978

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | Traffic Signal | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 100% | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 100 | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 100 | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Clear | 1 | | |
| MONDAY | Clear | 1 | | |
| TUESDAY | Cloudy | 0 | | |
| WEDNESDAY | Rain | 0 | | |
| THURSDAY | Showers | 0 | | |
| FRIDAY | | 0 | | |
| SATURDAY | | 0 | | |

RECEIVED
NOV 13 1978
CONSTRUCTION BRANCH

Keasey K
Jackmond 9
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlow
Widner
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 11/5<br>SUNDAY | No activity. |
| 11/6<br>AY | Turned on lights.<br>Job completed. |
| 11/7<br>TUESDAY | No activity. |
| 11/8<br>WEDNESDAY | No activity. |
| 11/9<br>THURSDAY | No activity. |
| 11/10<br>FRIDAY | No activity. |
| 11/11<br>SATURDAY | No activity. |

## REMARKS

SUMMARY: Turned on lights conpleting job.

ANTICIPATED NEXT WEEK: This will be the last report on this project as the Semi-Final has been submitted.

SIGNED W.E. Hoffman, Res.Eng. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8699 Gladstone

Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

November 7, 1978

FILE:

FROM: W.E. Hoffman
Res. Engr.

TO: File

SUBJECT: Narative Report
Portland Ave. at Gloucester St.
Contract No. 8699
Contractor; Tice Electric Co.

Subject project was undertaken to signalize an intersection in the City of Gladstone. The project was completed with 3 days remaining on the contract. No delays were made in field work or in materials ordering. The full alloted time of the contract was needed for materials aquisition.

Two of the four sidewalk ramps were deleted with the concurance of the City of Gladstone as the existing curbs were practically at curb level. The intersection had been recently overlaid.

The subcontractor for excavation and concrete work lost the form on the controller cabinet base and it came out tipped and slumped. It was removed and replaced.

The only other problems involved utility locators mismarking their facilities.

The telephone cable was mislocated by eight feet. We were suspicious and dug cautiously. It was found lying just off the pole base location and not damaged.

The gas company locator failed to mark a valve that had been covered by the afforementioned overlay with the result that three cables for the loop detectors passed directly over it. The contractor acknowledged responsiblity and replaced them without arguement. The valve was shown on the plans and they should have been more careful although it was pure bad luck to hit it so squarely.

Other than these minor items all work went smoothly.

ATTACHMENT:

WEH/wh

cc; file

W.E. Hoffman
Res. Engr.

I Versteeg
I Christensen Doc
Sullivan copy

RECEIVED
NOV 17 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

## Attachment To The Narative

Contract No. 8699

The pedestrian signal mounting brackets used on this project do not allow for any variation.

Mounted as shown on the print they almost overhang the curb so a long wheel base truck will hit them. The other ways of placing them put one ped. head away from the sidewalk.

David F. Pritchard

cc: file

DFP/wh

David F. Pritchard
Inspector

## ORGONE STATE HIGHWAY DIVISION

## STATEMENT OF OVERRUNS AND UNDERRUNS

Section Portland Ave. at Gloucester St. (Gladstone) Contract No. 8699

Highway FAU 9647 (Portland Ave.) Prefix 303-1098

Contractor Tice Elctric Company Federal Aid No. M-9647(1)

| CONTRACT AUTHORIZATION | | FINAL COST | | |
|---|---|---|---|---|
| Contract Ammount | $35,570.00 | $33,374.00 | 4.8 % | Under ~~Over~~ |
| Contingencies | $ 1,659.15 | ~~xxx~~----- | -- % | Under<br>Over |
| Engineering | $ 3,687.00 | $ 2,800.00 | 24 % | Under<br>Over |
| Addn'l Auth. | -------- | ------ | -- % | Under<br>Cver |
| Total Authorization | $42,216.15 | Total Final Cost $36,674.00 | | |

EXPLAINATION OF OVERRRUNS AND UNDERRUNS

| Item No. | Item | Bid | Final | % | Under or Over |
|---|---|---|---|---|---|
| 1 | Temporary Protection and Direction of Traffic | $ 450 | $ 450 | --- | --- |
| 2 | Temporary Signs | $ 574 | $ 378 | 34 | Under |
| | Contractor used all necessary signs. | | | | |
| 3 | Flagmen | $ 1,000 | $ 500 | 50 | Under |
| | Contractor used all necessary flagging. | | | | |
| 4 | Sidewalk Ramps | $ 2,000 | $ 1,000 | 50 | Under |
| | Installed all practicle ramps. | | | | |
| 5 | Traffic Signal Installation Complete | $31,546 | $31,546 | ---- | ---- |

8699

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 3, 1978

Tice Electric Company
2139 S. E. Belmont St.
Portland, OR 97214

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8699 for traffic signal installation on Portland Avenue at Gloucester Street in Gladstone, Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Willard Hoffman
L. E. George

TICE ELECTRIC COMPANY
2139 S. E. Belmont Street
Portland, Oregon 97214

# Transmittal Memorandum

To Department of Transportation
Oregon State Highway Division
Address 121 Transportation Building
City Salem, Oregon 97310

Date April 24, 1978
Job PORTLAND AVE. AT GLOUCESTER ST.
OSHD CONTRACT NO. 8699

We are forwarding the following:
☒ Attached ☐ Under Separate Cover

| Drawing No. | No. of Copies | Title or Description | Date |
|---|---|---|---|
| | 2 | SIGNED CONTRACT AND BOND | |

Remarks:

RECEIVED
APR 25 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

TICE ELECTRIC COMPANY
By G S Gregersen
Gordon S. Gregersen
Project Manager

Please:
☐ Transmit to approving authority.
☐ Check for approval.
☐ Return ______ copies to this office.

1670 contract file

TICE ELECTRIC COMPANY
2139 S. E. Belmont Street
Portland, Oregon 97214

# Transmittal Memorandum

To Department of Transportation
Date April 28, 1978
Address 121 Transportation Building
Job PORTLAND AVE. AT GLOUCESTER ST.
City Salem, Oregon 97310
OSHD CONTRACT NO. 8699

We are forwarding the following:

☒ Attached ☐ Under Separate Cover

| Drawing No. | No. of Copies | Title or Description | Date |
|---|---|---|---|
| | 2 | SIGNED CONTRACTS | |

Remarks:

RECEIVED
MAY 1 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please:

☐ Transmit to approving authority.
☐ Check for approval.
☐ Return ________ copies to this office.

TICE ELECTRIC COMPANY
By G. S. Gregersen
Gordon S. Gregersen
Project Manager

8699

9

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>5-24 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>4-28-78 | te Oregon<br>County Clackamas<br>Project No. M-9647(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Portland Ave. (Gladstone)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 7-18-77 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-1-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 85.8%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 44,529 | $ 38,205 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For G. L. Green

Date executed by Division Administrator 4-28-78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, April 7, 1978

Federal Aid Project
No. M-9647(1)

PORTLAND AVE. AT GLOUCESTER ST. (GLADSTONE)
FAU 9647 (PORTLAND AVE.)
CLACKAMAS COUNTY

Project Agreement Estimate.

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 3,000.00 |
| Type Code Y031<br>Signals | | | |
| Temporary Protection and Direction of Traffic | All Required | | $ 450.00 |
| Temporary Signs | 164 Sq. Ft. | $ 3.50 | 574.00 |
| Flagmen | 40 Hour | 25.00 | 1,000.00 |
| Sidewalk Ramps | 4 Only | 500.00 | 2,000.00 |
| Traffic Signal Installation, Complete | All Required | | 31,546.00 |
| | | | $35,570.00 |
| Anticipated Items<br>Permanent Pavement Striping | All Required | | $ 700.00 |
| | Subtotal | | $36,270.00 |
| | Engineering | | 4,659.00 |
| | Engineering (Signal Controller Testing) | | 600.00 |
| | Total | | $41,529.00 |

Length of Project - - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS (85.8%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 3,000.00 | $ 2,574.00 | $ 213.00 | $ 213.00 |
| Signals | 41,529.00 | 35,631.00 | 2,949.00 | 2,949.00 |
| Total | $44,529.00 | $38,205.00 | $3,162.00 | $3,162.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8699 |
| Prefix: | 303-1098 |
| Prefix: | 303-1953 |

March 24, 1978

City of Gladstone
City Hall
Gladstone, OR 97027

Attn: Mrs. Bernice Marlow
City Recorder

Gentlemen:

On March 23, 1978 a satisfactory bid was received from Tice Electric Co., 2139 SE Belmont St., Portland, Oregon 97214, for installation of signals on the Portland Ave. @ Gloucester St. (Gladstone) Section, FAU 9647.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Bid Items | $35,570.00 |
| Temporary Pavement Striping | $ 700.00 |
| Signal Controller Testing (Engineering) | $ 600.00 |
| 4½% Contingencies | $ 1,659.15 |
| (10%) Engineering | $ 3,687.00 |
| ESTIMATED TOTAL COST | $42,216.15 |

City's Advance Deposit:
7% of $42,216.15 = $2,955.13 or say $2,950.00

This project will be awarded upon receipt of your Advance Deposit, which should be in this office no later than April 14, 1978.

Please make your check in the amount of $2,950.00 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 NE Glisan St., Portland, Oregon 97213.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

FFH:dmc
bc w/att: Jon Rose - Upon receipt of City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-407 and submit to Finance Branch.

8699

8

bbc
C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Willard Hoffman
L. E. George
SAIF
Fran

April 14, 1978

Tice Electric Company
2139 S.E. Belmont St.
Portland, OR 97214

Gentlemen:

The Oregon Transportation Commission on March 28 accepted your proposal for traffic signal installation on Portland Avenue at Gloucester Street in Gladstone, Clackamas County, for the sum of $35,570 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Gladstone and the Federal Highway Administration and when the sum of $2,950 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8699.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 26, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc
Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8

8639

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-1-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -9647(1)

STATE PROJECT NO. See Below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71442

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>3-1-78 | DATE AUTHORIZATION EFFECTIVE<br>3-1-78 | FEDERAL ROUTE NUMBER<br>FAU 9647<br>STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:

"Portland Avenue at Gloucester Street (Gladstone) Section"

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (SF) $700

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-24-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $42,984, Federal Funds $36,880.

A signed copy of the Title Sheet is returned herewith.

Swan
w/enc.
3-8

DATE 3-1-78

SIGNATURE OF APPROVING OFFICIAL G.K. Hosme

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Gladstone

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/28/77
Donald L Rount

3-23-78
~~1-26-78~~ Bid Letting ______________ All Clear Deadline

SECTION PORTLAND AVE. @ GLOUCESTER ST. (GLADSTONE)
Highway FAU 9647 Portland Avenue
County Clackamas Region 1
Type of Work Signal Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Statewide Assessment - No problems |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

9647

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M9647(1)
Project Name Portland Avenue (FAU 9647) at Gloucester St. (Gladstone)
703

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

A ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

cc. D.E. Smith
C.T. Keasey
J. Chidsey
1-3-78.

Signed at Gladstone, Oregon, this 16th day of December, 1977

City of Gladstone

Mayor

City Recorder

Certified By:

Regional Right-of-Way Supervisor
Date 12-21-77

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

NOTED
F. C. LOWE

303-1953 8

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

**TRI-MET**

PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 238-4844

MISC. CONTRACTS and
AGREEMENTS No. 6185

August 29, 1977

Mr. Ted Spence
Planning Coordinator
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Spence:

Enclosed please find copy of an executed agreement covering traffic signals and other work at the intersection of Portland Avenue and Gloucester Street as per our telephone conversation today.

The original agreement was forwarded to the City of Gladstone. If you have any questions, please contact me.

Sincerely,

G. Wood

G. A. Wood, Director
Contract Administration

Enclosure
GAW:ps

ME PE PR1 PR2 DE
O.S.H.D. - METRO
AUG 30 1977
FILE T/A

NOTED
FRAN NEAVOLL

8699

8

August 25, 1977

City of Gladstone
City Hall
Gladstone, OR 97027

MISC. CONTRACTS and
AGREEMENTS No. 6185

Attention: Mrs. Bernice Marlow
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering traffic signals and other work at the intersection of Portland Avenue and Gloucester Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

FAU 9647

**STATE OF OREG[illegible]** **INTERO[illegible]E MEMO**

TO: GERRY WIMER
Local Government Programs Engineer

DATE: August 9, 1977

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Signed Agreement
FAUS Signal Project
Gloucester @ Portland Avenue
City of Gladstone

Here are three copies of the agreement covering Gladstone's FAU signal project at the intersection of Gloucester and Portland avenues. These have been signed by City officials, are accompanied by a copy of the authorizing resolution No. 370 and are forwarded to you for further processing.

Preliminary engineering has been estimated at $4,500, and the City's 7 percent share would be $315. Rounded to $300, that share has been submitted as an advance deposit by the City and is attached for forwarding to the Accounting Section.

JR/ldo

Attachments

cc: Region 1

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
AUG 12 1977
TAA Holmes File: PM FA
LG OP

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

July 21, 1977

Telephone 238-8250

LEONARD STROBEL, City Manager
City of Gladstone
City Hall
Gladstone, OR 97027

Subject: Proposed Agreement
FAUS Project
Traffic Signal
Portland Avenue @ Gloucester Street
City of Gladstone

Leonard:

Here are four copies of the proposed agreement covering traffic signal installation at the intersection of Portland Avenue and Gloucester Street. Would you look this over and if it is acceptable to the City, secure the necessary signatures and return the three bound copies to me at this office along with a copy of the authorizing ordinance. The fourth copy is for your information and following final action by the Highway Division, a fully executed copy will be sent to you for your records.

According to the agreement, an advance deposit covering the City's share of each phase of the work will be required and processing of the project would be expedited if the City's share of the preliminary engineering were submitted at this time. Preliminary engineering is anticipated to cost approximately $4,500, and the City's 7 percent share would be rounded to $300.

If there are any questions on this, please call this office at 238-8250.

Jon Rose
JON ROSE
Federal Aid Engineer

JR/ldo

Attachments

cc: Region 1 w/attachment

8699 9

7-18-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9647(1)
STATE PROJECT NO.: See below
COUNTY NAME: Clackamas
PROGRAM NO.:
ITEM NO.: 71442
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO [illegible]
FOR
Invs Sign Act File

DATE PS&E APPROVED:
DATE AUTHORIZATION EFFECTIVE: 7-18-77
FEDERAL ROUTE NUMBER: FAU 9647
STATE ROUTE NUMBER: City street

GENERAL LOCATION:

"Portland ave. at Gloucester St. (Gladstone) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC not to exceed $4,500 - FF $3,860.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 12, 1977, letter, I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

DATE: 7-18-77
SIGNATURE OF APPROVING OFFICIAL:
TITLE: for Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-681-885

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 12, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan
Federal Aid Engineer

SUBJECT: Project Data Submission
Item No. 71442
Project No. M-9647(1)
Portland Ave. @ Gloucester St. (Gladstone) Sec.
Clackamas County

Attached is data for the subject project.

The project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain P. S. & E. approval at an estimated total cost of $4,500 with an obligation of $3,860 in federal funds.

CL:bz

cc: R. Bothman (Metro)

Attach.

✓ Ⓗ

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

7-12-77

FEDERA

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>21 City St., Portland Ave. (Gladstone) 65 | ADT | PRESENT<br>6,200 | FUTURE<br>(66) ]0,500 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>26 P.E., Traffic Signal 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. Y<br>(72) |

| | | |
|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NA |
| | NAME OF URBAN AREA<br>17-31 Portland | ROUTE NO. U |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | ESTIMATED TOTAL ESTIMATED COST | FEDERA |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | 0.0 | 4,500 | 3, |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>(Topics)<br>Y031 | | "Portland Ave. @ Gloucester St. (Gladstone) Sec." | 0.0 | 45,500 | 39, |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY C. L. | PROJECT TOTALS | 0.0 | 50,000 | 42, |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (19) (23) | (24) |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 65 | **ADT** | PRESENT<br>6,200 | FUTURE<br>(66) 10,500 (70) | YEAR<br>(71) 97 (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) | APPN CODE<br>W36<br>(4) (9) | ITEM NO.<br>71442<br>(14) (18) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| PV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>14 M- 23 | NUMBER<br>7 9647(1) | SEQ. NO.<br>13 | I. Projects Only<br>POST MI.<br>(24) (26) | DESIG.<br>27 |

COUNTY NAME Clackamas CODE 005 (14) (16)

ROUTE NO. U FEDERAL-AID 9647 STATE (32) City St. (36) U.S. (37) - - (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

| MILES | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK<br>*(Full description)* |
|---|---|---|---|---|---|
| (54) (58) | (59) (66) | (67) (76) | | | |
| 0.0 | 4,500 | 3,860 | 320 | 320 (City) | ROW-80' maximum;<br>Access Control-none;<br>Parking Restrictions none. |
| | | | | | |
| 0.0 | 45,500 | 39,038 | 3,231 | 3,231 (City) | |
| 0.0 | 50,000 | 42,898 | 3,551 | 3,551 (City) | |
| | (16) (23) | (24) (33) | REMARKS | | |

-OVER-

## PORTLAND AVE. @ GLOUCESTER ST. (GLADSTONE) SEC.

## PROJECT NO. M-9647(1)

Existing Facility:

Portland Ave. - - 57-foot curbed roadway for 2 travel lanes, 14-foot left turn median and parking each side.
Gloucester St. - - 32-foot curbed roadway for 2 travel lanes with parking each side. Traffic controlled by stop signs on Gloucester St.

Adjacent Sections: Same as existing facilities.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Install multiphase traffic/pedestrian actuated signal with pedestrian sequence and other incidental work common to this type of project. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under the provisions of paragraph 10e.

FHPM 7-7-5 Requi
Public

Locati
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NOTE: (1) T
(2) T

ONE) SEC.

roadway for 2
median and

roadway for 2
side. Traffic
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phases including
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type of project.
equired.

evelopments,
volved.

Clearinghouse and
r working agreements.

roject under the

FHPM 7-7-5 Requirements:

Public Hearings - - Not required under Oregon Action Plan.

Location/Design - - Not a factor in the development of this project.

NOTE:

(1) This project is in Congressional District No. 3.

(2) This project was included in the CRAG FY 77 annual element by Resolution BD770501 on May 26, 1977.

8699

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bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
D. N. Harwell
George Bell
Max Klotz

**DATE:** June 9, 1977

**TO:** Oregon Transportation Commission

**FROM:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Federal Aid Urban System Project Requests

On the Consent Calendar for the June 21 meeting will be four requests for approval of Urban System Projects.

Gladstone is requesting a $50,000 traffic signal project at the intersection of Portland Avenue and Gloucester Street.

A $2,500,000 project to construct a major north-south arterial on 223rd Avenue is being requested by the City of Gresham.

Washington County's request is for a $494,000 project to widen and improve a 0.60 mile section of S. W. Greenburg Road.

A $1,753,000 project to replace the existing Oswego Creek bridge on the Oswego Highway is being requested by the State Highway Division. State will provide all the match funds for this project.

It is proposed that $2,150,000 in Interstate Transfer funds from the former Mt. Hood Freeway will be utilized for the Gresham project with the City of Gresham providing all of the $350,000 match funds. Federal Urban System funds for the other three projects is estimated at $1,975,420 with the State providing approximately $283,500 in match funds and $38,080 being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

GEZ:dmc
Attachments

## SUMMARY

## PROPOSED URBAN SYSTEM PROJECTS

| Jurisdiction | Section | Total Cost | Federal Funds | State's Share |
|---|---|---|---|---|
| City of Gladstone | Portland Avenue (FAU 9647) at Gloucester Street (Gladstone) | $ 50,000 | $ 43,000 | $ 3,500 |
| City of Gresham | Fariss Road-Powell Blvd.(Gresham) Section, 223 Avenue, FAU 9867 | 2,500,000 | 2,150,000 | -- |
| Washington County | S.W. Hall Blvd.-S.W. Oak Street Section, S.W. Greenburg Road, FAU 9207 | 494,000 | 424,840 | 34,580 |
| State | Oswego Creek Bridge Oswego Highway, FAU 9565 | 1,753,000 | 1,507,580 | 245,420 |
|  | Total | $4,797,000 | $4,125,420 | $283,500 |

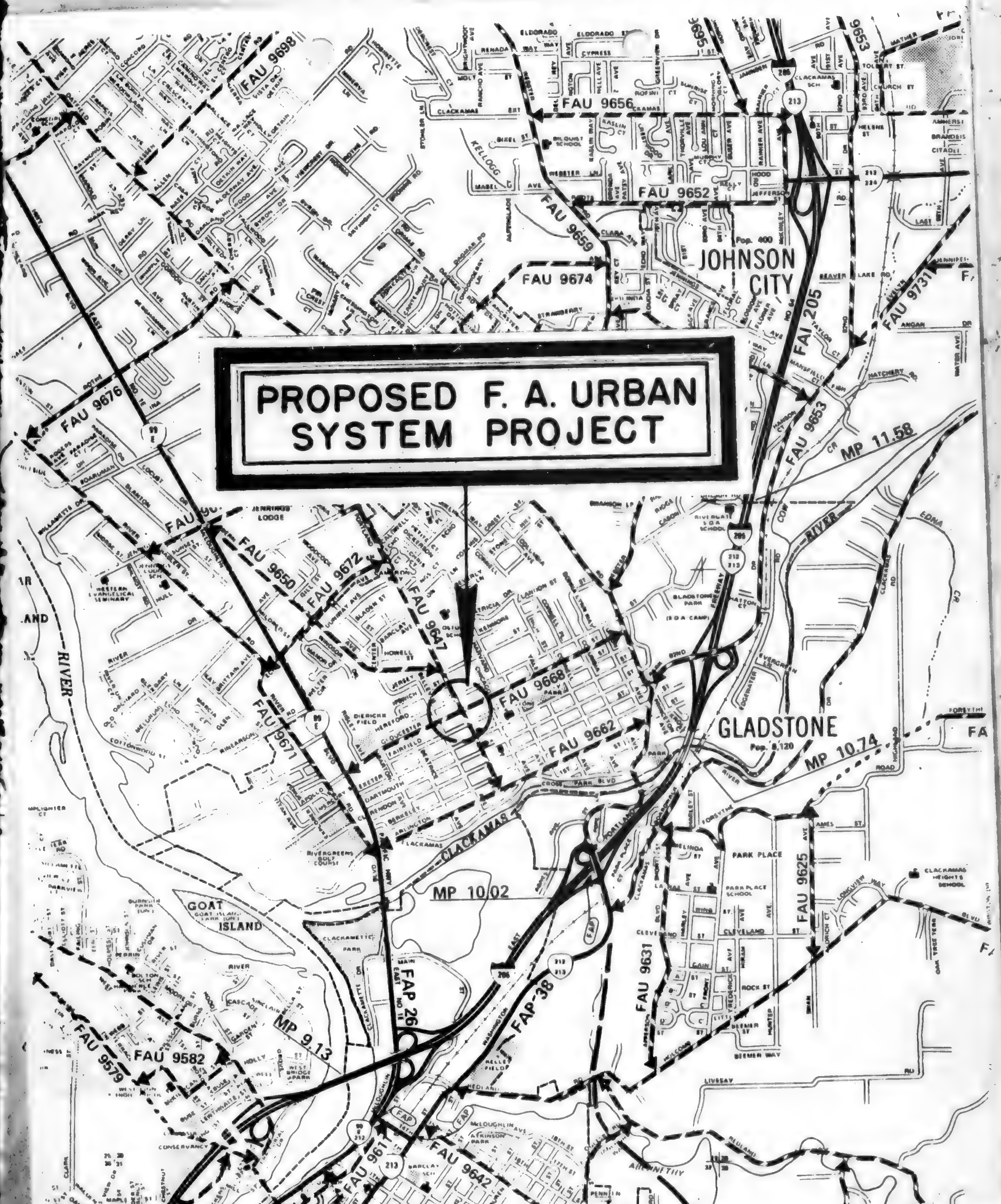
CITY OF GLADSTONE
Proposed Urban System Project

Portland Avenue (FAU 9647) at Gloucester
Street (Gladstone)
Traffic Signals
$50,000

This project entails all the work and costs to install a multiphase fully actuated traffic signal at the intersection of Portland Avenue and Gloucester Street.

State will perform preliminary and construction engineering for the project.

77e
6/9/77


PROPOSED F. A. URBAN SYSTEM PROJECT
JOHNSON CITY
Pop. 400
GLADSTONE
Pop. 5,120
FAU 9698
FAU 9656
FAU 9652
FAU 9659
FAU 9674
FAU 9731
FAI 205
FAU 9653
MP 11.58
FAU 9676
FAU 9650
FAU 9672
FAU 9647
FAU 9668
FAU 9662
FAU 9671
MP 10.74
RIVER
CLACKAMAS
MP 10.02
FAU 9625
FAU 9631
GOAT ISLAND
FAP 26
FAP 38
MP 9.13
FAU 9582
FAU 9579
FAU 9611
FAU 9642
JENNINGS LODGE
GLADSTONE PARK
PARK PLACE
WESTERN EVANGELICAL SEMINARY
DIERICKE FIELD
CLACKAMAS HEIGHTS SCHOOL
PARK PLACE SCHOOL
LIVESAY
ABERNETHY

86.99

**STATE OF OREG**

**INTERO CE MEMO**

DATE: May 31, 1977

TO: L. W. RULIEN
Program Management Engineer

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Programming Request
Portland Avenue @ Gloucester (Gladstone)
Portland Avenue-FAU 9647
City of Gladstone
Clackamas County

The subject traffic signal requested by the City of Gladstone, approved by their city council on April 12, is attached for processing. The project is estimated at $50,000 which includes $4,500 for preliminary engineering. The project is included in the amended CRAG-TIP FY77 Annual Element, adopted by the CRAG Board at its May 26, 1977, meeting.

Preliminary engineering and construction will be done by the Highway Division. Attached is the following information for processing the project:

1. Agency request letter and copy of city council resolution.
2. Federal Aid Project Request form.
3. Project Assessment and letter submittal to Gary Potter.
4. Survey Authority for completion and approval.
5. CRAG Board resolution adopting the new project.

Please proceed with programming the project and preparing a standard traffic signal agreement.

JDM/ldo

Attachments

cc: Leonard A. Strobel, City of Gladstone
E. L. Hardt
F. E. Terpin
G. A. Potter
J. R. Rose

PROJECT MANAGEMENT

JUN 3 '77

REFER TO Gary

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  | X |  |  |  |

125-1387

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# CRAG RESOLUTION

## BD 770501

FOR THE PURPOSE OF ADOPTING REVISIONS TO THE TRANSPORTATION IMPROVEMENT PROGRAM AND ITS ANNUAL ELEMENT

WHEREAS, CRAG by resolution BD 760703 adopted a Transportation Improvement Program having an annual element for the period of October 1, 1976 to September 30, 1977; and

WHEREAS, the Transportation Technical Advisory Committee and staff has reviewed all the revisions included in Exhibit "A" attached hereto and incorporated herein and has recommended approval; and

WHEREAS, the Board of Directors has held a public hearing on the proposed revisions to solicit appropriate citizen input and response and has considered such response; now therefore be it

RESOLVED, that the FY 1977 Transportation Improvement Program be amended to incorporate the revisions described in Exhibit "A" and that these revisions be added to and made an integral part of the Transportation Improvement Program and annual element and each such revision hereby receives an affirmative A-95 review.

ADOPTED By the Board of Directors this 26 day of May, 1977.

BY ______________________
Larry Rice, Executive Director

Attachment "A"
BD 770501

# LISTING A

# NARRATIVE DESCRIPTIONS OF PROPOSED REVISIONS TO THE 1977 ANNUAL ELEMENT

# OREGON

## SCHEDULE DELAYS

City of Portland

*NE Halsey - R/W and Construction - 68th to 81st
Delays construction from FY 1976 to FY 1977
Increases cost estimate by 15% to $491,000

*Fremont Bridge Access PE - Phase II, R/W Construction
Delays R/W acquisition to FY 1979
Deletes construction cost estimate pending PE

*Columbia Blvd. - R/W and Construction - WCL to Oswego
Delays R/W acquisition to FY 1979 and construction to FY 1981 in keeping with FAU fund availability

*New Traffic Signals
Delays start of project from FY 1976 to FY 1977
Increases program estimate by 28% to $1,272,000

N Greeley to I-5 - Construction
Delays construction from FY 1978 to FY 1979

*Traffic Signal Replacement
Delays start of project from FY 1976 to FY 1977
Increases program estimate by 51% to $2,815,000

*Traffic Signal Improvement
Delays start of project from FY 1976 to FY 1977
Increases program estimate by 38% to $767,000

*Signal Computer Control Expansion
Delays start of project from FY 1976 to FY 1977

*Signal - Macadam at Pendleton
Delays start of project from FY 1976 to FY 1977

Multnomah County

*Burnside Street - 235th to Bull Run Road (1st)
Delays construction from FY 1977 to 1978

Washington County

Allen Blvd. #2 - R/W and Construction - Main to Murray
Delays construction from FY 1979 to FY 1980
Increases project cost by 35% to $519,000

---

*Impacts Annual Element

## SCHEDULE ADVANCES

City of Portland

Front Avenue Construction - 26th to Kittridge
Increases cost by 15% and advances construction from FY 1981 to FY 1978

Clackamas County

*Stafford Road - S Shore to I-205
Advances PE from FY 1978 to FY 1977

## COST INCREASES

City of Portland

*Grand Avenue - Harrison to Clay
Increases costs by 32% to $143,000 in keeping with latest estimate

*Powell Blvd Signals - 47th/69th
Increases costs by 18% to $20,000 actual cost

*Barbur Blvd Transit Lanes
Increases costs by 3% to $507,000 bid

Holgate Bridge - R/W and Construction
Firms R/W and construction cost estimates for FY 1979 and FY 1980 as a result of PE

*Basin Avenue/Going Street - PE
Increases costs by 6% to $219,000 - latest estimate

*Front Avenue PE - 26th to Kittridge
Increases cost by 60% due to increased scope of effort

*SW Terwilliger & Sam Jackson Road - Signal
Increases cost by 105% to $45,000 bid

*Grand Avenue - Holladay to Broadway
Increases cost by 32% to $143,000 - latest estimate

* 82nd Ave Signalization Program
Increased cost by 31% to 322,000 - bid

Multnomah County

*Columbia Blvd Construction - Borthwick to Union
Increases costs by 5% to $531,000 actual costs

*Sellwood Bridge PE
Increases costs by 22% to $22,000 - latest estimate

*Transit/HOV - Washington & 96th Street
Increases costs by 18% to $13,000 actual costs

---

*Impacts Annual Element

COST INCREASES (cont.)

Clackamas County

*Boones Ferry Road PE - Madrona to Jean
Increases costs by 25% to $45,000 - latest estimate

*Boones Ferry Road - Madrona to Jean - Construction
Increases cost estimate by 14% to $1,249,000 reflecting results of PE

OSHD

*Powell Blvd Improvements - 92nd to Ava
Increases estimate by 7% to $662,000 reflecting actual cost

COST DECREASES

City of Portland

E Burnside/Sandy PE - Phase II, R/W, Construction
Decreases total project cost by 37% to $496,000 - latest estimate

*Columbia Blvd - Oswego to Burr
Reduces estimate by 20% to $688,000 in keeping with current cost experience on project

*SW Vermont & 30th Signal
Decreases cost by 18% to $46,000 bid

Multnomah County

*Hawthorne Bridge Controls
Decreases estimate by 13% to $355,000 actual cost

Washington County

*Allen Blvd PE - Alice to Murray (originally Hall to Alice)
Decreases estimate by 41% to $129,000 because of change in scope of effort

Tri-Met

*Bus Substation
Decreases estimate by less than 1% to $2,267,000 actual cost

---

*Impacts Annual Element

## NEW PROJECTS

Clackamas County

*Gladstone Signal - Portland Avenue in Gloucester
Adds a new project as requested by the City of Gladstone - $43,000

*Oswego Creek Bridge/Approaches - Bridge Replacement
Adds a new project in lieu of Kerr Rd with PE in FY 1977 and construction in FY 1979 - $112,000 and $1,396,000, respectively

Washington County

*Allen Blvd & Lombard - Signal
Adds a new project requested by the City of Beaverton - $48,000

Allen Blvd Construction - Hall to Alice
Adds a new project in FY 1979 as a result of change in scope of original project - $346,000

OSHD

*I-5 - Going Street Interchange - Ramp Safety Improvement
Includes a new Interstate project as requested by ODOT

The following I-205 Interstate projects are a consolidation of those previously in the TIP and have replaced the originals with more manageable units of work effort:

*I-205-SE POWELL BLVD TO SE FOSTER RD
*I-205-SE SALMON ST TO SE POWELL BLVD
*I-205-NE MORRIS ST TO SE SALMON ST
*I-205-NE MARINE DR TO NE MORRIS ST
*I-205 COLUMBIA RIVER BRIDGE

Tri-Met (UMTA Sec. 3)

*Bus Service, Inventory and Maintenance System (SIMS)
Adds a new project to the annual element and ammends the fare program by addition thereto - ~~$140,000~~ 150,000

Special Transportation

The following new special transportation projects have been reviewed and recommended by the Task Force for inclusion in the annual element. Funds for these projects are derived from Tri-Met, UMTA, FHWA, public social service agencies, and private non-profit organizations:

---

*Impacts Annual Element

NEW PROJECTS (cont.)

*TRI-MET LIFT DEMONSTRATION PROJECT (CAPITAL/OPRTG EXPENSES)
*CLACKAMAS COUNTY COMMUNITY ACTION-DOOR TO DOOR-OPRTG EXPENSES (TRI-MET $)
*CLACKAMAS COUNTY CAA-RURAL DEMO PROGRAM-OPRTG EXPENSES
*COLUMBIA COUNTY COUNCIL OF SENIORS-DOOR TO DOOR-OPRTG EXPENSES
*METRO MOBILITY-OPRTG EXPENSES-POOLED $
*METRO MOBILITY-RURAL DEMO PROGRAM-OPRTG EXPENSES
*FOREST GROVE SENIOR CENTER-DOOR TO DOOR-OPRTG EXPENSES
*FOREST GROVE RURAL DEMO-OPRTG EXPENSES
*SPECIAL MOBILITY SERVICES - POOLED $
*HILLSBORO SENIOR CENTER-OPRTG EXPENSES
*ECONOMIC OPPORTUNITY COMMITTEE-DIAL A RIDE-OPRTG EXPENSES
*SUBURBAN/RURAL DEMO SUPPORT $-100% TRI-MET PAID

DELETED PROJECTS

City of Portland

*Columbia Blvd PE - Burr to Taft
Deletes project from TIP at request of City and because of lack of neighborhood support - $117,000

Clackamas

Kerr Road - Construction - 49th to Boones Ferry Road
Deletes project from TIP at request of Multnomah and Clackamas Counties and Lake Oswego - $1,507,000

---

*Impacts Annual Element

BP:nf
S:381/1-5

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
May 25, 1977
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Portland Avenue and
Gloucester Street
Proposed traffic signal

NOTED
E. S. HUNTER

The city of Gladstone proposes to improve pedestrian safety by installing a traffic and pedestrian actuated signal at the subject location. The signal is intended to not only serve the general public, but also a nearby elementary (k-4) school. The need for this signal is recognized by school officials and concerned parents.

The project has been assessed for its potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that this project be considered a non-major action and be included under the Statewide Safety Assessment.

GAP:cjh

cc: E. S. Hunter ✓
R. N. Bothman
Craig Markham

RECEIVED
STATE HWY ENGR
MAY 25'77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

PAG,0001

-2

Form ~~E-39~~ (Rev. 9-71)

8699

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Portland Avenue @ Gloucester (Gladstone)

Highway Portland Avenue-FAU 9647

County Clackamas

Date May 20, 1977

Authorization No.

Survey Prefix 303-1953 (Assigned by Salem office)

---

Description of termini, route, length, etc.:

Intersection of Portland Avenue (FAU 9647) with Gloucester Street (FAU 9668) in the city of Gladstone

Purpose of survey:

Perform field survey, prepare plans and specifications, advertise let and award contract for installation of actuated signal to control auto and pedestrian traffic.

M-9647(1)

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 1,500 |
| Citizen Participation | (902) | |
| City or County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | 800 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | 500 |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | 1,500 |
| Landscape | (912) | |
| Liaison | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 200 |
| Environmental | (923) | |
| Planning | (924) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

---

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 4,500

Previous authorization . . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

---

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

R. N. Bothman, Ass't. State Highway Engineer

SP*23604-734

Recommended for Approval:

Location Engineer

Approved:

Deputy ~~Assistant State Highway Engineer~~

OFFICE ENGINEERING SECTION

P. E. APPR. 7-18-77

FED AID FAUS STATE

N

NOTED

[illegible]

STATE OF OREGON

INTEROFFICE MEMO

8699

TO: GARY POTTER, Manager
Environmental Section

DATE: May 19, 1977

FROM: JEF KAISER
Environmental Planner

SUBJECT: Statewide assessment
Portland Avenue and Gloucester Street
Proposed traffic signal

The city of Gladstone proposes to improve pedestrian safety by installing a traffic and pedestrian actuated signal at the subject location. The signal is intended to not only serve the general public, but also a nearby elementary (k-4) school. The need for this signal is recognized by school officials and concerned parents.

The project has been assessed for its potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. I recommend that this project be considered a non-major action and be included under the Statewide Safety Assessment.

ja
cc: Program package

## EGON STATE HIGHWAY DIVISION
## PROJECT ASSESSMENT

### RT 1. GENERAL INFORMATION

A. Project Identification:

Date March 16, 1977

Section Portland Avenue & Gloucester

Unit (if appl)

County Clackamas

City Gladstone

XXXXXXX Street: Portland Avenue

State Hwy. No. N/A

Termini: M.P.(if appl)

Length

Region

Construction Estimate $50,000
Program Amount

---

B. Purpose of Project:

To improve pedestrian safety by installing a traffic and pedestrian actuated traffic signal to serve not only the general public, but also nearby elementary (K-4) school children.

---

C. Origin & History of Project:

Need for pedestrian - traffic control recognized by school officials and concerned parents. The need was acknowledged by city officials as beneficial for the increased safety of those attempting to cross the fifty-seven foot wide street. A crosswalk now exists one block South on Portland Avenue.

---

D. General Description of Project:

Install a multiphase traffic pedestrian actuated traffic signal with pedestrian sequence to serve the general public and children from a nearby elementary (K-4) school.

Alignment: New ______ Existing x ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. 14' ; Shldrs. None; Parking All sides

Proposed: No. lanes 2 ; Med. 14' ; Shldrs. None; Parking All sides

Traffic: Existing Facility: Existing ADT 6200 ; Projected ADT 8000 ; Yr. 1980

Existing Level of Service C

Proposed Facility: Projected ADT 8000 ; Yr. 1980

Projected Level of Service D

4-75

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

None exist

Other Descriptive Information or Comments:

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The portion adjacent to the project consists of a landscaped area with the exception of the NE quadrant. The area is almost flat but has enough slope to allow natural drainage. Grass exists on both the NW and SE quadrants.

2. Cultural:

Land use consists of mixed commercial and residential properties. The SW and NE quadrants currently consist of commercial establishments. Utilities are located above and below ground in the project areas. The project is not expected to increase traffic volumes in the immediate future. The project will increase pedestrian volumes as the elementary school children will be instructed to use this intersection whenever possible.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

Traffic patterns are expected to be much more organized. Amount of traffic flow through the intersection is not expected to significantly increase.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality is expected to slightly decrease.
Noise will increase
Safety will significantly increase.

3. Estimated Impact on Land Use:

None officially recognized but may encourage commercial development.

Consequences:

May eventually increase traffic flow and better channelization away from residential zones.

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

No effect

d. Area Land Use and Transportation Plans, and Zoning

Traffic signalization will complement urban planning.

---

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

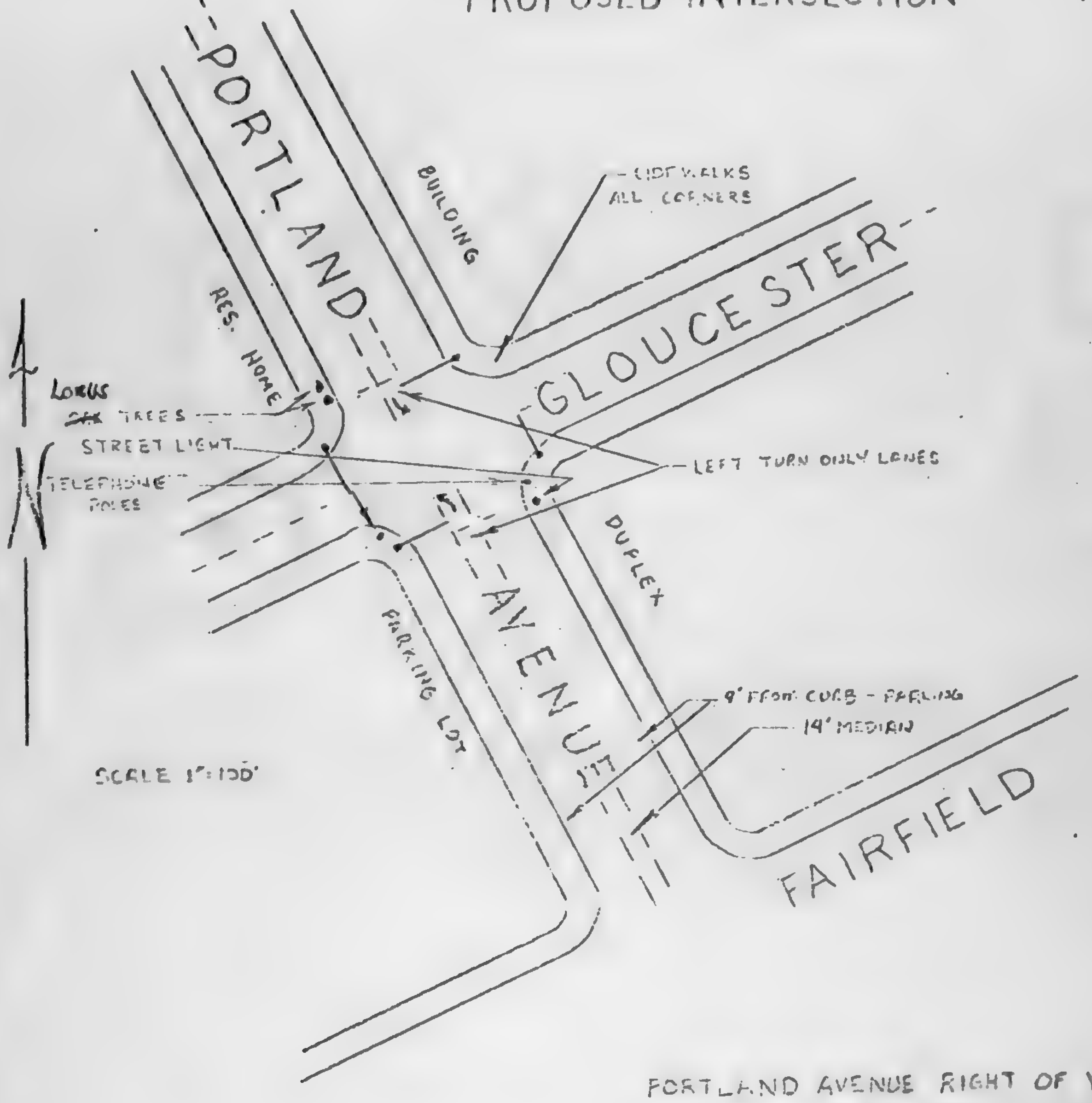
| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ___ D & FEIS | ___ D & F Neg.Dec. | ___ ASSESSMENT ONLY |
| ___ Section 4(f) | ___ Section 4(f) | ___ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: ___ 1 ___ 2 ___ 3 ___ 4

# PLAN VIEW
## PROPOSED INTERSECTION


PORTLAND
AVENUE
GLOUCESTER
FAIRFIELD
BUILDING
SIDEWALKS ALL CORNERS
RES. HOME
LOCUS ~~OAK~~ TREES
STREET LIGHT
TELEPHONE POLES
LEFT TURN ONLY LANES
DUPLEX
PARKING LOT
9' FROM CURB - PARKING
14' MEDIAN
SCALE 1"=100'

PORTLAND AVENUE RIGHT OF WAY: 80'
PORLAND AVENUE STREET WIDTH: 57'
GLOUCESTER STREET RIGHT OF WAY: 60'
GLOUCESTER STREET WIDTH: 36'

# PORTLAN AVENUE & GLOUCESTER ST.
## PROPOSED TRAFFIC - PEDESTRIAN SIGNAL

SKETCH ONLY

8699

# RESOLUTION NO. 370

4-12-77

WHEREAS, the City of Gladstone has made application for a Safety Signal Project at Gloucester and Portland Avenue which is a major school crossing, and

WHEREAS, funds have been approved under the Federal Aid Urban System FY77, and

WHEREAS, the City of Gladstone will have the matching funds available to cover this project,

NOW, THEREFORE, BE IT RESOLVED, by the common council of the City of Gladstone that the council approves this application for the Safety Signal Project at Gloucester and Portland Avenue and the spending of the matching funds by the city.

This Resolution passed by the common council this 12th day of April 1977.

Approved by the Mayor this 12th day of April, 1977.

Attest:

Robert L. McGinnis

Bennie Maslow

8699

# FEDERAL AID PROJECT REQUEST

Date March 16, 1977

Applicant Agency City of Gladstone

Request for: Off-System ____, FAS-C ____, FAUS ____ Project

Federal Aid Route No. ____ Route Name ____

Project Name Portland Avenue - Gloucester Street Traffic Signal

FAU 9647 FAU 9668 "

Project Location (Attach sketch map)

Project Length ____

Project Description Installing a multiphase traffic pedestrian actuated traffic signal with pedestrian sequence to serve not only the general public, but also nearby elementary (K-4) school children.

Average Daily Traffic 6200 VPD

Design Speed 20 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 57'

Travel Lanes 2

Shoulders No

Medians 14'

Parking Exists - all sides

Sidewalks Yes

Remarks Median strip consists of left turning lanes to Gloucester

2. Desired Roadway Cross Section: (Attach sketch)

Width 57'

Travel Lanes 2

Shoulders No

Medians 14'

Parking 9'

Curbed Yes

Length Curb Radii 10.3'

Sidewalk/Bikeway Yes

Remarks Roadway's design will not change with exception of appropriate signs and street painting - and the addition of the pedestrian traffic signal.

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 80' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes XX No ____

3. Will additional right-of-way be needed? Yes ____ No XX

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location Portland Avenue & Gloucester Street

Type Multiphase traffic pedestrian actuated signal with pedestrian sequence
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

## IV. ILLUMINATION DATA

1. Existing Illumination and Location:

One street light on SE corner of intersection exists

2. Proposed Illumination:

Location No additional illumination is proposed
Type
Remarks

## V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: Yes - existing sidewalks - no bikeways exist but are desired, awaiting funding

Are any utilities to be attached to structure? No

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | |
|---|---|---|
| 1. | Citizen Involvement | Citizen Advisory Committee<br>Office |
| 2. | Environmental | Traffic Safety Commission<br>Office |
| 3. | Public Hearing | Planning Commission<br>Office |

Remarks

III. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X
If "yes," describe briefly: ________

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ -0- |
| Right-of-way costs (if participating) | -0- |
| Traffic control | 45,500 |
| Illumination | -0- |
| Structures | -0- |
| Railroad | -0- |
| Other________ | -0- |
| Preliminary engineering | 4,500 Design by State |
| PROJECT TOTAL | $ 50,000. |

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

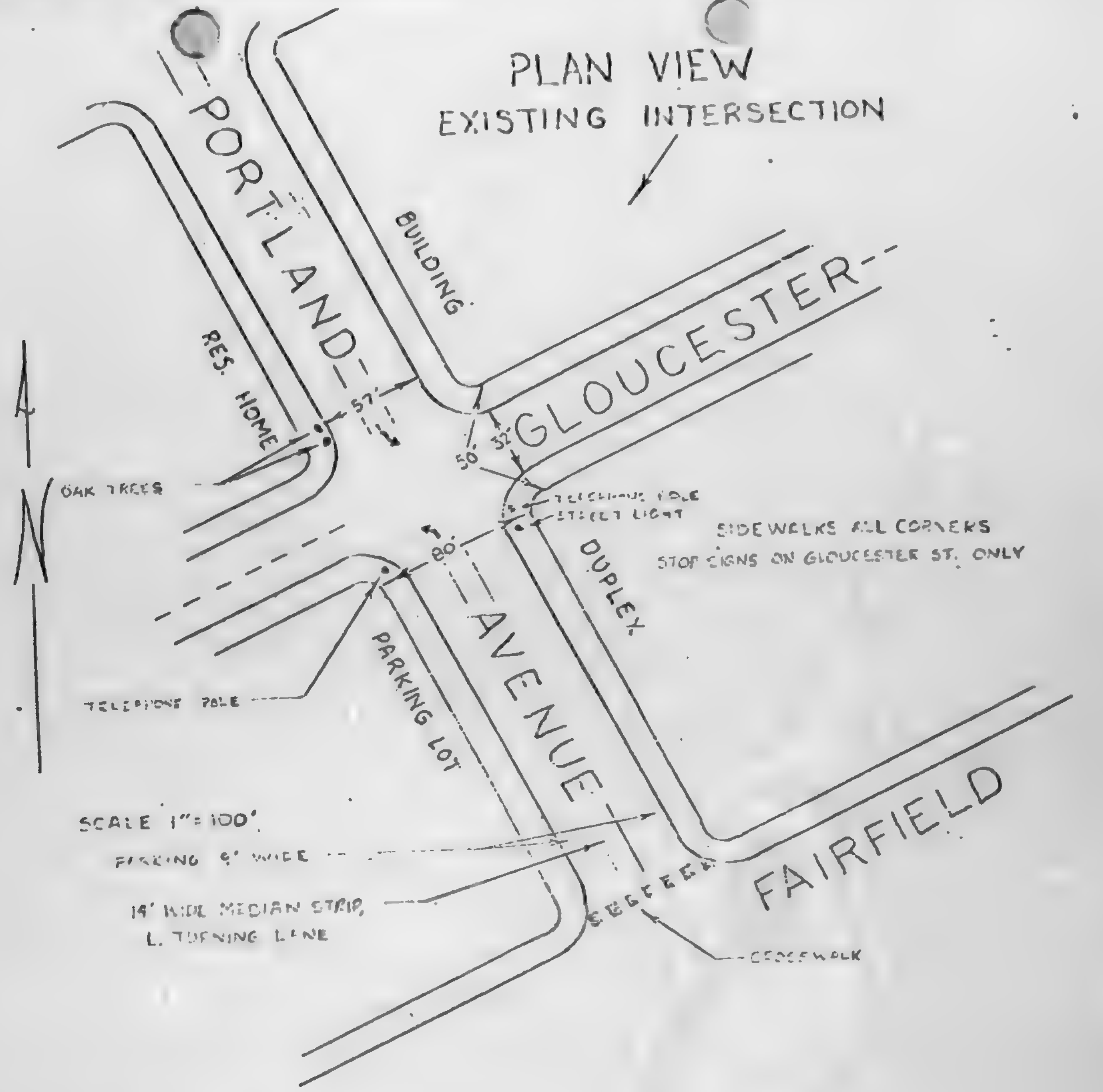
CITY OF GLADSTONE and/or ________ COUNTY

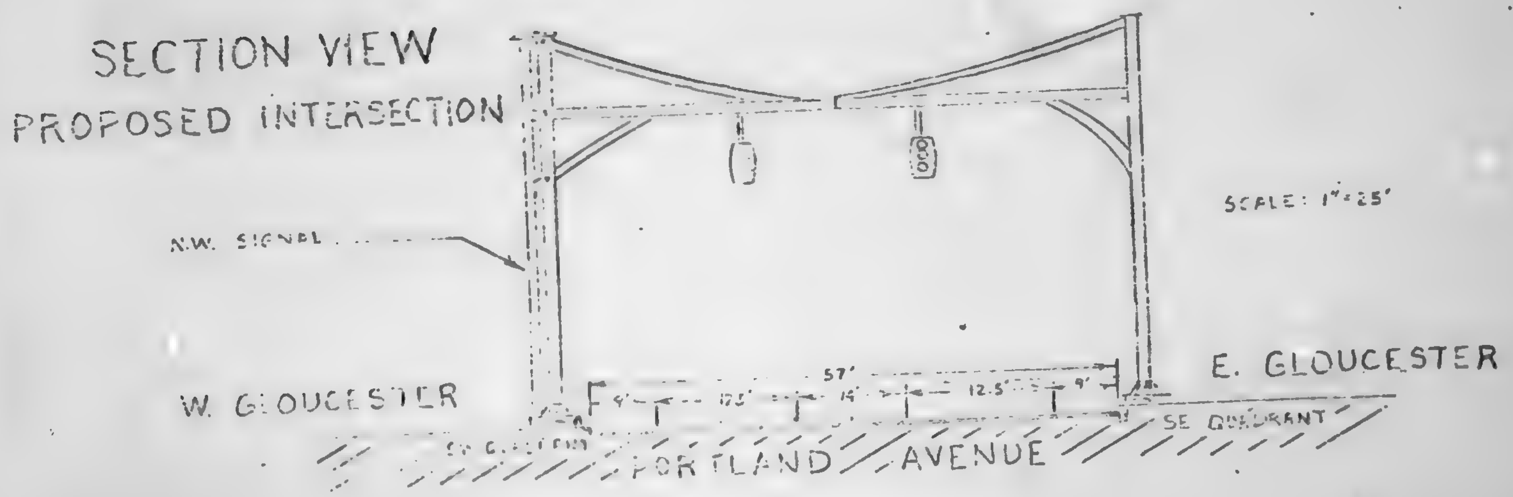
By Robert L. McGinnis By________

By Leonard A. Strobel By________
administrator

By________

(1976)


PLAN VIEW
EXISTING INTERSECTION
PORTLAND
AVENUE
GLOUCESTER
FAIRFIELD
BUILDING
RES. HOME
OAK TREES
57'
50
32
80'
TELEPHONE POLE
STREET LIGHT
SIDEWALKS ALL CORNERS
STOP SIGNS ON GLOUCESTER ST. ONLY
DUPLEX
TELEPHONE POLE
PARKING LOT
SCALE 1" = 100'
PARKING 9' WIDE
14' WIDE MEDIAN STRIP,
L. TURNING LANE
CROSSWALK
N


SECTION VIEW
PROPOSED INTERSECTION
N.W. SIGNAL
SCALE: 1" = 25'
W. GLOUCESTER
E. GLOUCESTER
57'
9'
12.5'
14'
12.5'
9'
SE QUADRANT
PORTLAND AVENUE

## PORTLAND AVENUE & GLOUCESTER ST.
## PROPOSED TRAFFIC - PEDESTRIAN
## SIGNAL

SKETCH ONLY

8700 Cape Arago Hwy. @ Harrison 1978
Ave. (FAU 2681) in North Bend
(Traffic signal installation)

C-a 6041 7-6-77

#8700

STATE COPY

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H S Coulter)

9-9-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO. 10 | REPORT NO. 2 | COUNTY Coos | DIVISION Oregon |
| DATE OF REPORT 9-8-80 | REPORT MADE BY T. P. Lowe, Area Engineer | | PROJECT NO. M-2681(1) |
| COMPLETION DATE 1-30-79 | ACCEPTANCE DATE BY CONTRACT AGENCY 9-17-79 | TIME ELAPSED 130 % | CONTRACT TIME 100 |
| APPROVED EXTENSIONS none | LOCATION See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CAPE ARAGO HWY. @ HARRISON AVE. (N. BEND)
FAU 2681 (HARRISON AVE.)
Signal Installation

This provided for installation of a multiphase pedestrian actuated traffic signal.

This is a "T" intersection. The contract provided signal heads for the three public approaches. A commercial private approach also exists. At the final inspection I requested the private approach also be signalized. The contractor had completed the planned work and de-mobilized. Therefore, the fourth approach was signalized by State Forces.

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9/10
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Original Signed by T. P. LOWE<br>T. P. Lowe | | SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner | |
| TITLE Area Engineer | DATE 9-9-80 | TITLE Field Operations Engineer | DATE 9-9-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

87

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

11 · 9

| | |
|---|---|
| ERAL AID PROJECT NO. | M-2681(1) |
| STATE PROJECT NO. | See below |
| PROGRAM NO. | |
| ITEM NO. | 70445 |
| COUNTY NAME | Coos |
| PROGRAM STAGE (Check) | ☐ ☐ 2. |

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Info Inves R/D O/R Sign Act File

| | |
|---|---|
| DATE PS&E APPROVED | 3-1-78 |
| DATE AUTHORIZATION EFFECTIVE | 9-26-79 |
| FEDERAL ROUTE NUMBER | FAU 2681 |
| STATE ROUTE NUMBER | City Street |

GENERAL LOCATION:
Cape Arago Highway at Harrison Avenue (North Bend) Section

GENERAL DESCRIPTION OF WORK:
Signalize and pave approach opposite Harrison Avenue for traffic entering the Cape Arago Highway.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX XXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of September 26, 1979, as requested in Mr. Keasey's letter of October 4, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $6,200 - Federal Funds $5,320.

| | |
|---|---|
| DATE | 10-9-79 |
| SIGNATURE OF APPROVING OFFICIAL | G. K. Hossner |
| TITLE | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—721-018

8700

STATE OF OREGON

Highway Construction
DEPT.

378-6318
TELEPHONE

**INTEROFFICE MEMO**

FILE: CON 5 #8700

TO: MEMO TO FILE

DATE: September 25, 1979

RECEIVED
STATE HWY ENGR
SEP 26 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Cape Arago Hwy. @ Harrison Avenue
Contract No. 8700

Hansen Electric Company, contractor on the above project, has requested a 67 calendar day time extension due to delays in delivery of signal poles, arms and bolts. Significant contract dates are:

| | |
|---|---|
| Contract awarded | March 28, 1978 |
| Work started | October 30, 1978 |
| Work completed | January 30, 1979 |
| Contract time specified | 220 calendar days |
| Contract time used | 287 calendar days |

The contractor placed his order for poles, arms and bolts in a timely manner on April 6, 1978. The required shop drawings were submitted on May 23, which was slightly slower than normal but still early enough to meet the completion time. The shop drawings were approved and returned to the contractor on June 7. Contract time expired on November 20. The anchor bolts arrived on the project on November 16 with the plate nuts missing. No reason is given for the late and incomplete delivery of anchor bolts. Signal poles arrived on the project on January 15, 1979. The contractor's supplier has provided copies of letters claiming a delay due to a steel hauler's strike combined with a low steel inventory by the manufacturer. The correspondence from the supplier and manufacturer is vague and does not state or claim any specific delay. (These appear to be form letters since we have received identical letters on several traffic signal projects over the past year.) While not claiming a specific delay due to the strike, one of the letters states that the strike was from November 10, 1978 to January 15, 1979. The strike did not affect the delivery of the fabricated poles but rather is claimed to have delayed the delivery of coil steel to the fabricator. The poles for this project were to be delivered by November 1, 1978 in order to allow completion within the time specified. It therefore appears that the real reason for the delay was due to an overcommitment by the fabricator which is not a valid reason for time extension and the contractor's request should be denied.

OBJ:fr

cc: H. S. Coulter (w/att.)
Alfred Shirley
Eugene Ash

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**STATE HIGHWAY DIVISION**

In Reply Refer to
File No.:

September 25, 1979

Hansen Electric Company
Post Office Box 1228
Coos Bay, OR 97420

Gentlemen:

Re: Time Extension Request
Cape Arago Hwy. @ Harrison Ave.
FAP No. M-2681(1)
Contract No. 8700

Your request for an extension of contract time on the above project has been carefully reviewed. Based on the documentation submitted, it is concluded that delays on this project were the result of nonperformance by your supplier-fabricator-manufacturer. The failure to supply materials is not a valid reason for extension of contract time and your request is therefore denied.

The data submitted concerning the steel hauler's strike is inadequate to demonstrate what, if any, effect the strike had on delivery of materials to this project.

Should you wish a further review of this matter, please contact Resident Engineer Ash.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
Alfred Shirley
Eugene Ash

bc: FHWA
Robert Church

Form 734-3122

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 20, 1979

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Time Extension Request
Cape Arago @ Harrison Ave.
Contract 8700

TO: O.B. Jackmond
Contract Administration Engineer
SALEM

I have reviewed the submittal by Hansen Electric and the Resident Engineer's analysis of the request for time extension on the subject project. My findings indicate that this is not a clear-cut case of a strike delay being the primary cause for late delivery of materials.

The prime contractor did pursue the ordering and approval of shop drawings. The supplier had approved shop drawings on June 10, 1978. The earliest strike effects came in October, 1978. Even then, apparently, the strike only affected delivery of raw steel products and not the completed poles. In order to meet a November 1 delivery date, the steel should have arrived at the plant by October 1, 1978.

I conclude that the delay was caused by a shortage of steel and low inventory, rather than from the strike action cited. I would then recommend that no time extension should be granted.

jjg/cp
attach.
cc: Eugene Ash

RECEIVED
SEP 21 1979
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

1st Notice = 10-30-78
2nd " = 1-30-79
3rd " = 9-10-79

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Coquille, Oregon
Sept. [illegible]

**SUBJECT:** Time Extension Request
Cape Arago & Harrison Ave.

**FROM:** Eugene F. Ash
Box 716
Coquille, Oregon

**TO:**
Alfred Shirley
Region Engineer
Roseburg, Oregon

Enclosed is the contractors request for a time extension for this project. He has had considerable delay in finding his documentation of dates involved and supporting data attached in examples marked 1-through 12 which are attached. The steel haulers strike was in effect before the time ~~xxxx~~ ended on Sunday, November 20, 1978. On example #11, the pole manufacturer tries to state that their material supply was being affected in October of 1978. The contractor did place his order for materials before his time started. Also the high winds showing that the signal heads were not installed properly and that the suppliers did not send the proper parts. Since it appears one should give either all or none, I would recommend going ahead and grant the time extension.

Estimate # 4 is attached just in case to refund liquidated damages and then to deduct S.W.O. #3 from contractor's estimate for storm damage.

cc: Construction

ROSEBURG REGION
RECEIVED
SEP 12 1979

| RE | RMS | RCE | RCE | TE |
|---|---|---|---|---|
| RUE | DES | RSR | RPR | FILE |
| ENV | FAE | RBI | SEC | |

**Hansen Electric Co.**
1127 S. Broadway — P. O. Box 1228
COOS BAY, OREGON 97420
Telephone 267-2143

ELECTRICAL CONTRACTORS

August 30,1979

OSHD
Eugene Ash, Resident Engineer
P.O. Box 716
Coquille, OR 97423

RE: Cape Arago Highway at Harrison Avenue Section
Oregon Coast Highway OSHD Contract No. 8700

Gentlemen:

We wish to apply for a contract time extension on this project. The following is a chronological itemization of events which have led to the delay in delivery of the signal poles, arms and bolts.

On March 28, 1978, we were awarded the contract for this project. The calendar day count started on April 10,1978 with completion to be by November 18, 1978.

On April 6, 1978, we entered our Purchase Order No. 7473-8700 for the poles, arms and bolts for this project. (Ex-1)

On May 22, 1978, we received submittal pole drawings TS-VA-76, Pg. 1, and TS-VA-76, Pg.2, for this project. (Ex-2)

On May 23, 1978, the pole drawings were returned to the Resident Engineer for approval. (Ex-3)

On June 7, 1978, the pole drawings were returned to us by the Resident Engineer approved as submitted. (Ex-4)

On June 9, 1978, we transmitted the approved pole drawings to North Coast Supply Company to initiate production. (Ex-5)

On August 22, 1978, George M. Roth Co. "Manufacturers Representatives" sent a memo to North Coast Supply Company acknowledging the completion date and penalty provisions for this project. (Ex-6)

In October, Hansen Electric Company was contacted by our supplier and advised the pole bolts were in transit. We proceeded to excavate the pole bases in advance to expedite this portion of the project.

On November 16,1978, we received the pole bolts with the plate nuts missing. (Ex-7)

On November 16, 1978, George M. Roth Company corresponded with North Coast Supply Company and advised them of a new shipping date for the poles. (Ex-8)

On December 18, 1978, North Coast Supply Company received a December 12, 1978 correspondence from Valmont Industries, Inc. This letter covers problems the manufacturer experienced with regard to raw steel supplies in connection with a Steel Haulers Strike. (Ex-9) Included with this correspondence is a copy of a letter from United States Steel Corp. which further covers the strike problem. (Ex-10)

On May 31, 1979, North Coast Supply Company received a letter from Valmont Industries, Inc. which details the official dates of the Steel Haulers Strike. (Ex-11)

Included with the Valmon letter is a Valmont inner-office memo of December 11, 1978, which details some problems associated with the strike. (Ex-12)

In reviewing this documentation, we conclude that the manufacturing and delivery of these poles was delayed by the Independent Steel Haulers Strike. We respectfully request an extension of contract time for completion of 67 Calender days as provided in Section 108.08 (b) (b-1) (2) of the "Standard Specifications for Highway Construction".

Sincerely,

HANSEN ELECTRIC COMPANY

John E Hansen

John E. Hansen
President

JEH:lb

ACCOUNTS PAYABLE

EXAMPLE No. 1

# HANSEN ELECTRIC COMPANY

P. O. BOX 1228 1127 S. BROADWAY COOS BAY, OREGON 97420
(503) 267-2143

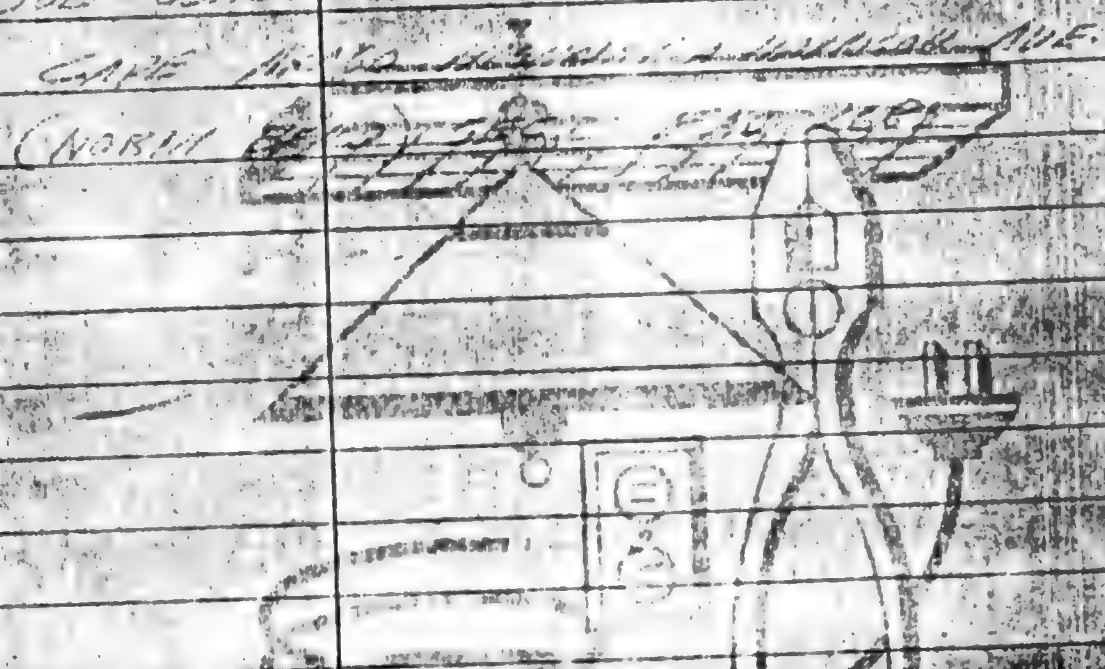
TO NORTH COAST SUPPLY
COOS BAY, ORE.

SHIP TO JOB [illegible]
HARRISON [illegible]
NORTH [illegible], ORE. [illegible]

EASE ENTER OUR ORDER FOR GOODS LISTED BELOW:

| UISITION NO. | DATE REQUIRED | SHIP VIA | ROUTING | TERMS | ORDER DATE |
|---|---|---|---|---|---|
| | 4 / 5 / [illegible] | | | | 4 / 6 / 78 |

| ✓ | QTY. REC'D. | QTY. ORD'D | UNIT | STOCK NO. | DESCRIPTION | UNIT PRICE |
|---|---|---|---|---|---|---|
| | | | | AS PER | YOUR QUOTATION OF 3/23/78 | |
| | | 1 | LOT | OF VALMONT | MASTARM SIGNAL POLE[illegible] | 4791 00 |
| | | | | TO CONSIST | OF 3 POLES, [illegible] 25 | |
| | | | | 30, + 35 | MAST ARMS + [illegible] POLES | |
| | | | | "PLEASE SEND | [illegible] SETS OF POLE | |
| | | | | DRAWINGS FOR | APPROVAL" | |
| | | | | JOB OSHD | CONTRACT NO. 8700 | |
| | | | | CAPE ARAGO | [illegible] NEWMARK AVE. | |
| | | | | (NORTH BEND) | [illegible] | |



OUR ORDER NO. MUST APPEAR ON ALL RELATED PACKAGES AND FORMS • PLEASE ACKNOWLEDGE IMMEDIATELY AND STATE WHEN YOU WILL SHIP ORDER

Please send_____copies of your invoice with original Bill of Lading

PURCHASING AGENT

PURCHASE ORDER

7473 - 8700

ONE SUBJECT ONLY IN EACH LETTER

SENDER—DETACH YELLOW SHEET AND SEND
TE & PINK WITH CARBONS INTACT.

EXAMPLE No 2

RECEIVED MAY 22 1978

# NORTH COAST SUPPLY CO.

WHOLESALE DISTRIBUTORS

(503) 343-7701 215 WEST 5th AVENUE POST OFFICE BOX 1148 EUGENE, OREGON 97440

REPLY LETTER

TO Hansen Electric OFFICE Coos Bay

FROM Meda Menlow OFFICE Eugene

SUBJECT Harrison & Virginia - Valmont DATE \ \ 19

MESSAGE Your 7473-8700

Enclosed are submittal drawings on above. Pls. expedite approval all possible — there is a 12-14 wk. lead time after release of order. (We will need a copy of approved drawings)

Thank you.

Meda Menlow

REPLY

DATE \ \ 19 SIGNATURE

PLEASE REPLY IN BOTTOM PORTION OF FORM

RETURN WHITE TO US — KEEP PINK FOR YOUR FILE.

EXAMPLE # 3

# HANSEN ELECTRIC COMPANY

☐ OFFICE:
P.O. BOX 1228 1127 SOUTH BROADWAY
COOS BAY, OREGON 97420
(503) 267-2143

☐ OFFICE:
1129 S.E. 199th AVE.
PORTLAND, OREGON 97233
(503) 665-8196

# LETTER OF TRANSMITTAL

DATE 5-23-78
JOB NO [illegible]
ATTENTION
RE: HARRISON & VIRG [illegible]
FAU 2681

TO EUGENE ASH RES ENGR
PO BOX 716
COQUILLE, ORE 97423

GENTLEMEN:

WE ARE SENDING YOU ☑ Attached ☐ Under separate cover via ________ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ ________

| COPIES | DATE | NO. | DESCRIPTION |
|---|---|---|---|
| 8 | 7-20-76 | TS-VA-76 | PG 1 VALMONT POLE DRAWINGS |
| 8 | | | PG 2 " " " |
| 7 | | | AUTOMATIC SIGNAL SUBMITTALS |
| 1 | 4-25-78 | | " " SALES ORDER |
| | | | |
| | | | |
| | | | |
| | | | |

THESE ARE TRANSMITTED as checked below:

☑ For approval ☐ Approved as submitted ☐ Resubmit ____ copies for approval

☐ For your use ☐ Approved as noted ☐ Submit ____ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return ____ corrected prints

☐ For review and comment ☐ ________

☐ FOR BIDS DUE ________ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

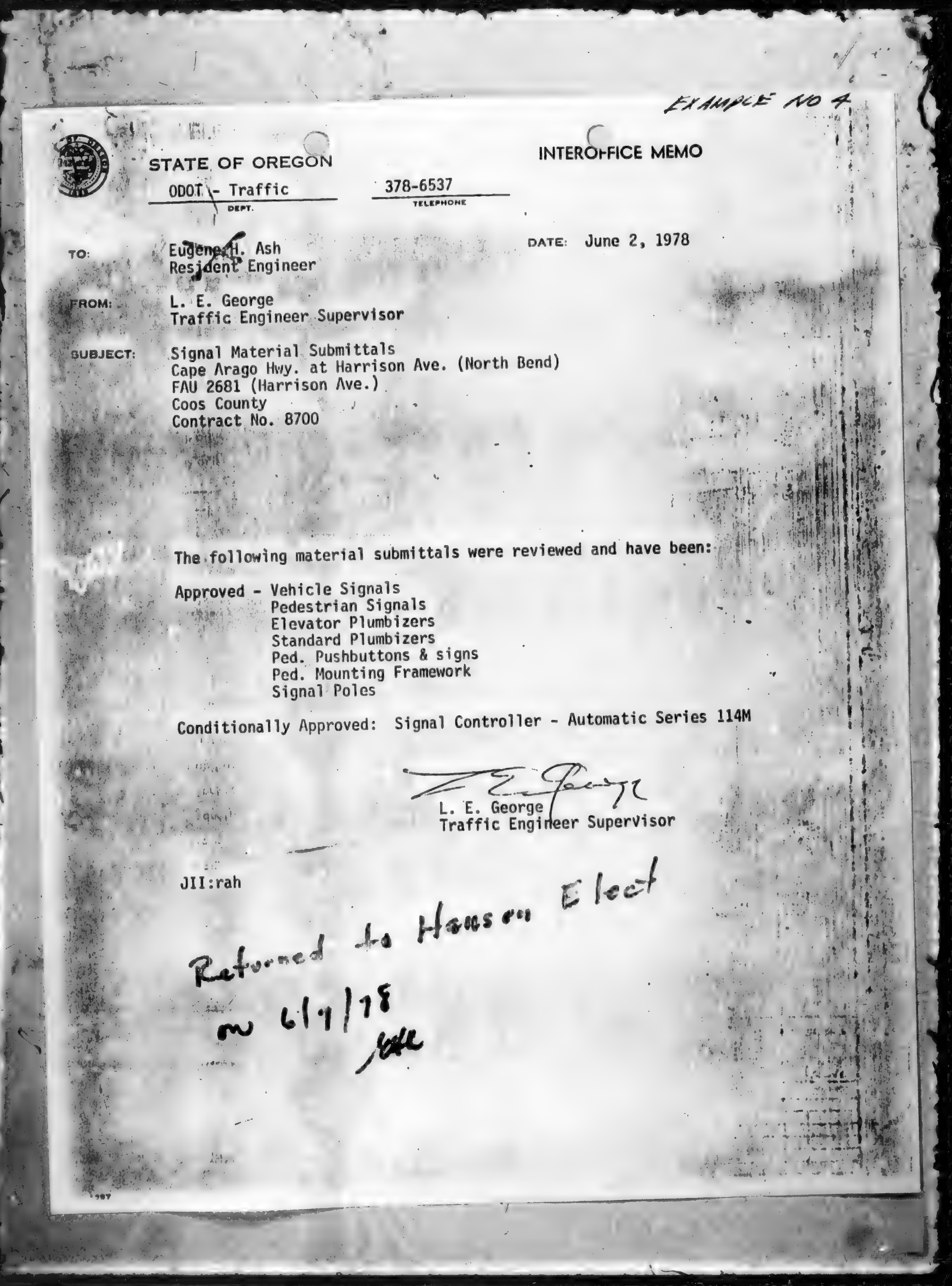
REMARKS ________

COPY TO ________

SIGNED: ________

If enclosures are not as noted, kindly notify us at once

FORM 450-3 9-76



EXAMPLE NO 4

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.)

378-6537 (TELEPHONE)

TO: Eugene H. Ash
Resident Engineer

DATE: June 2, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signal Material Submittals
Cape Arago Hwy. at Harrison Ave. (North Bend)
FAU 2681 (Harrison Ave.)
Coos County
Contract No. 8700

The following material submittals were reviewed and have been:

Approved - Vehicle Signals
Pedestrian Signals
Elevator Plumbizers
Standard Plumbizers
Ped. Pushbuttons & signs
Ped. Mounting Framework
Signal Poles

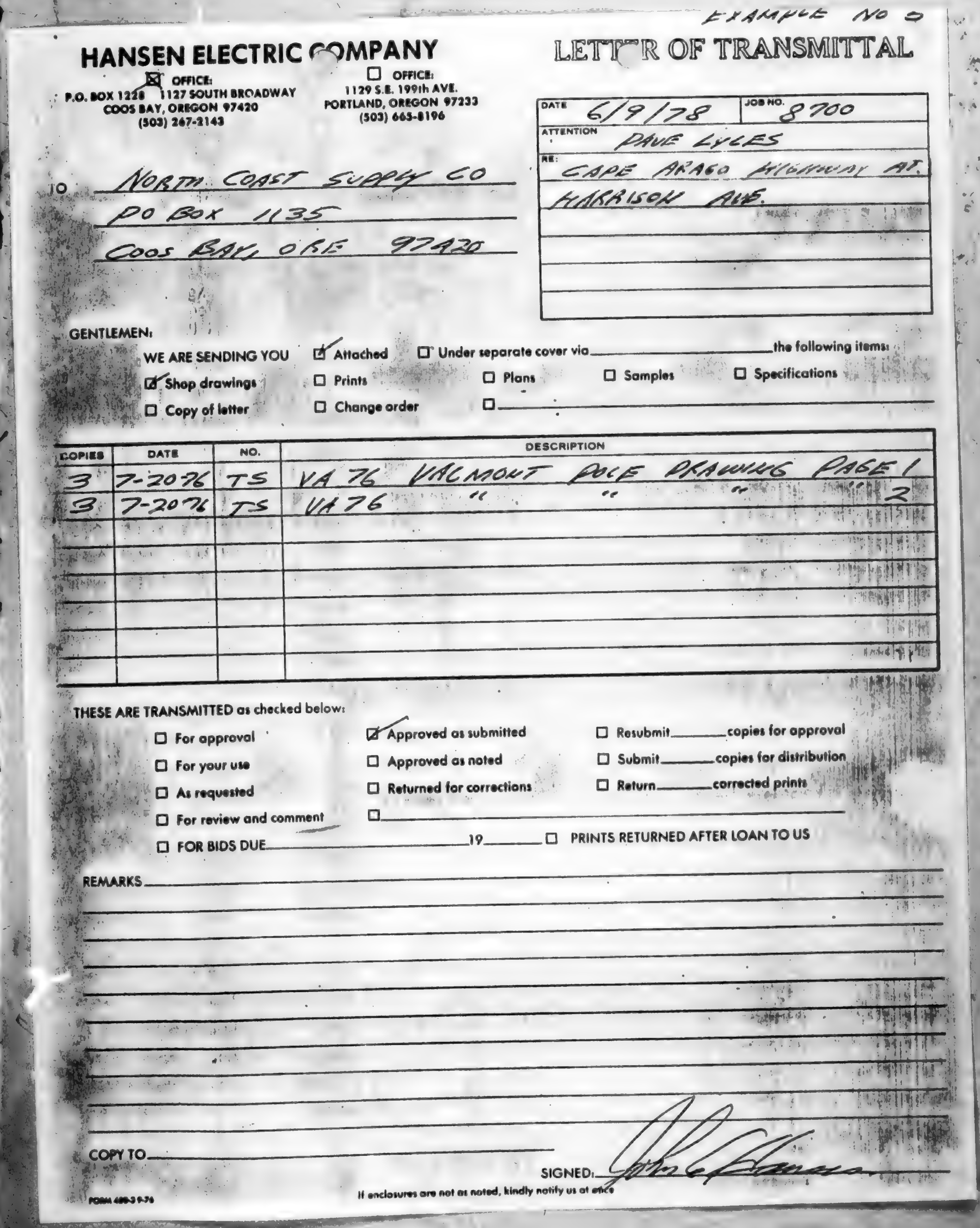
Conditionally Approved: Signal Controller - Automatic Series 114M

L. E. George

L. E. George
Traffic Engineer Supervisor

JII:rah

Returned to Hansen Elect
on 6/9/78



EXAMPLE NO 5

**HANSEN ELECTRIC COMPANY**

☒ OFFICE:
P.O. BOX 1228 1127 SOUTH BROADWAY
COOS BAY, OREGON 97420
(503) 267-2143

☐ OFFICE:
1129 S.E. 199th AVE.
PORTLAND, OREGON 97233
(503) 665-8196

# LETTER OF TRANSMITTAL

DATE 6/9/78 JOB NO. 8700

ATTENTION DAVE LYLES

RE: CAPE ARAGO HIGHWAY AT HARRISON AVE.

TO NORTH COAST SUPPLY CO
PO BOX 1135
COOS BAY, ORE 97420

GENTLEMEN:

WE ARE SENDING YOU ☑ Attached ☐ Under separate cover via _____ the following items:

☑ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ _____

| COPIES | DATE | NO. | DESCRIPTION |
|---|---|---|---|
| 3 | 7-20-76 | TS | VA 76 VALMONT POLE DRAWING PAGE 1 |
| 3 | 7-20-76 | TS | VA 76 " " " " 2 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

THESE ARE TRANSMITTED as checked below:

☐ For approval ☑ Approved as submitted ☐ Resubmit _____ copies for approval

☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints

☐ For review and comment ☐ _____

☐ FOR BIDS DUE _____ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS _____

COPY TO _____

SIGNED: _____

If enclosures are not as noted, kindly notify us at once

FORM 480-3 9-76

EXAMPLE No 6

# MEMO

**GEORGE M. ROTH COMPANY**
2729 SE Sixth Avenue
Portland, Oregon 97202 • Phone: 233-5561

TO NORTH COAST SUPPLY
Eugene, Oregon
Pat

DATE Aug 22, 1978

SUBJECT EE13570
Valmont Job

Dear Pat:

Per our telecon of 8-21-78, you advised me that completion date on above job is November 15, 1978, but that poles are to arrive no later than November 1 due to the two week minimum it takes to put them in. Also, you advised me of the $50/day penalty charges.

I'll keep you advised on further activity on this job.

Have a nice day!

Sincerely,

Nancy

Nancy Roth

ndr
pc: Valmont Industries
Greg Myers

[illegible] The Drawing Board, Inc. Box 505, Dallas, Texas

EXAMPLE NO. 1

**PLEASE REPLY BY**

☒ REGULAR MAIL ☐ AIR MAIL ☐ [illegible] ☐ [illegible]

**HANSEN ELECTRIC CO.**
P. O. BOX 1228 1127 S. BROADWAY
COOS BAY, OREGON 97420
(503) 267-2143

TO North Coast Supply
P.O. Box 1148
Eugene, Ore. 97401

DATE Nov. 16, 1978

SUBJECT O.S.H.D. Cont 8700
Cape Arago Hwy. at Harrison

MESSAGE "Attn Jack Mc Carten "

Dear Jack;
We have received the anchor bolts on this project as of this date. We have not received the plate nuts as shown on the approved drawings. This plate is to be six inches square by one inch thick tack welded to a hex nut. Since you were out of town I called Mike Scheile at G.M. Roth to expidite this matter. AS you know this project had an original completion date of Nov. 15, 1978. We are desperatly in need of these items if we have any hope of an extension.

SIGNED

REPLY

SENDER - Detach and file for follow-up

8

george m. roth company
gmr
manufacturers' representatives

*p. o. box 14344, (zip 97214) • phone (503)233-5561 • 2729 s. e. sixth avenue • portland, ore. 9720*

1978 NOV 20 AM 10 05

November 16, 1978

North Coast Supply
PO Box 1148
Eugene, Oregon 97401

ATTN: Jack McCartan

SUBJECT: Valmont # 40891-78
North Coast PO# EE-13570
CAPE ARAGO HWY & HARRISON AVENUE

Dear Jack:

Valmont Industries has informed this agency of a delay in the shipping schedule on the above mentioned job order.

This letter is to advise you that CAPE ARAGO HWY & HARRISON AVENUE job will be shipping December 1, 1978. We will follow-up with a phone call to confirm that this was done, at that time.

Please call this office for further questions.

Sincerely,

GEORGE M. ROTH COMPANY

Nancy

Nancy D. Roth

ndr

**VALMONT**®

December 12, 1978

North Coast Supply
215 W. 5th St
Eugene, Or 97440

Subject: Your P.O. No. EE13570
Valmont Order No. 40891-78

Gentlemen:

This is an explanation to you on the late delivery of your order and a request for an extension of time for the delivery.

We are currently experiencing long delays in the shipment of steel coil from our mill suppliers. Lead times on coil has been growing throughout the year of 1978, going from 8 week delivery in the first quarter to 10-12 week quoted delivery in the third quarter to actual 14-16 week deliveries as of present.

Attached for documentation, is a letter from U.S. Steel on our P.O.#A-2329. This particular order was placed on September 7, 1978 for a 3 guage coil stock needed to produce your order. The letter is very general, but does show that as of November 30, 1978, the coil was "out to load". As you will note, U.S.Steel blames the truckers strike as causing a congestion delay. As a note of interest, we do order steel from other mills: Inland, Bethlehem, Granite City, but these mills are experiencing identical lead times. Capacity on coil steel has been running the 100% range for some months now. U.S. Steel's letter is simply the first responsible reply to the current dilemma.

We do stock coil steel to alleviate yourself and ourselves from mill lead times. Our normal stocking level has been 90 tons for a 68 ton per month historical requirement. Our third quarter requirement jumped substantially (100 plus tons per month) which should have caused no problems if lead times had not increased from the mills. Our stock went from 97.5 tons August 1, to 39.5 tons September 15, to 0 in October. We simply used up every ton of steel we could lay our hands on during this time, both mill shipments from prior to September ordering, and our own stock. We are currently late on 175 tons based on a quoted 10-12 week lead time, and have been forced to a build upon receipt of steel situation. The 175 tons represents a new stocking level of 113 tons.

**VALMONT INDUSTRIES, INC.**
Valley, Nebraska 68064
(402) 359-2201

We ask for your understanding in this current situation and hope this will substantiate as reasonable, our request for an extension of time in making your delivery.

Sincerely,

VALMONT INDUSTRIES, INC.

Bill Palmer
National Sales Manager
Electrical Products Division

BP:ac

Attach.

cc: Roth Co.

EXAMPLE No. 10

United
States
Steel
Corporation

CENTRAL STEEL DIVISION

KANSAS CITY DISTRICT SALES OFFICE
24 CORPORATE WOODS
SUITE 100, 10830 BENSON
OVERLAND PARK, KANSAS 66210
913/967-6500

JOHN F. MUSSMAN
MANAGER OF SALES

A. G. INGRAHAM
ASSISTANT MANAGER OF SALES

November 30, 1978

Mr. Pat Conroy
Purchasing Manager
VAIMONT INDUSTRIES, INC.
Highway 275
Valley, Nebraska 68064

SUBJECT: P. O. A-2329

Dear Pat:

We apoligize for our shipping delinquency on the subject order.

The Fraternal Association of Steel Hauler's strike has caused considerable congestion of material in our shipping warehouses. As the result, we have been forced to transfer material into areas from which we do not normally ship material.

The coil in question on the subject order was part of several hundred coils we transferred. After your coil was unloaded into the warehouse, we had some difficulty locating the coil.

The coil has been found and is currently "out to load". Hopefully by the time you have this letter the coil will have been received at your plant.

We apoligize for the unusual circumstances that have caused our late shipment.

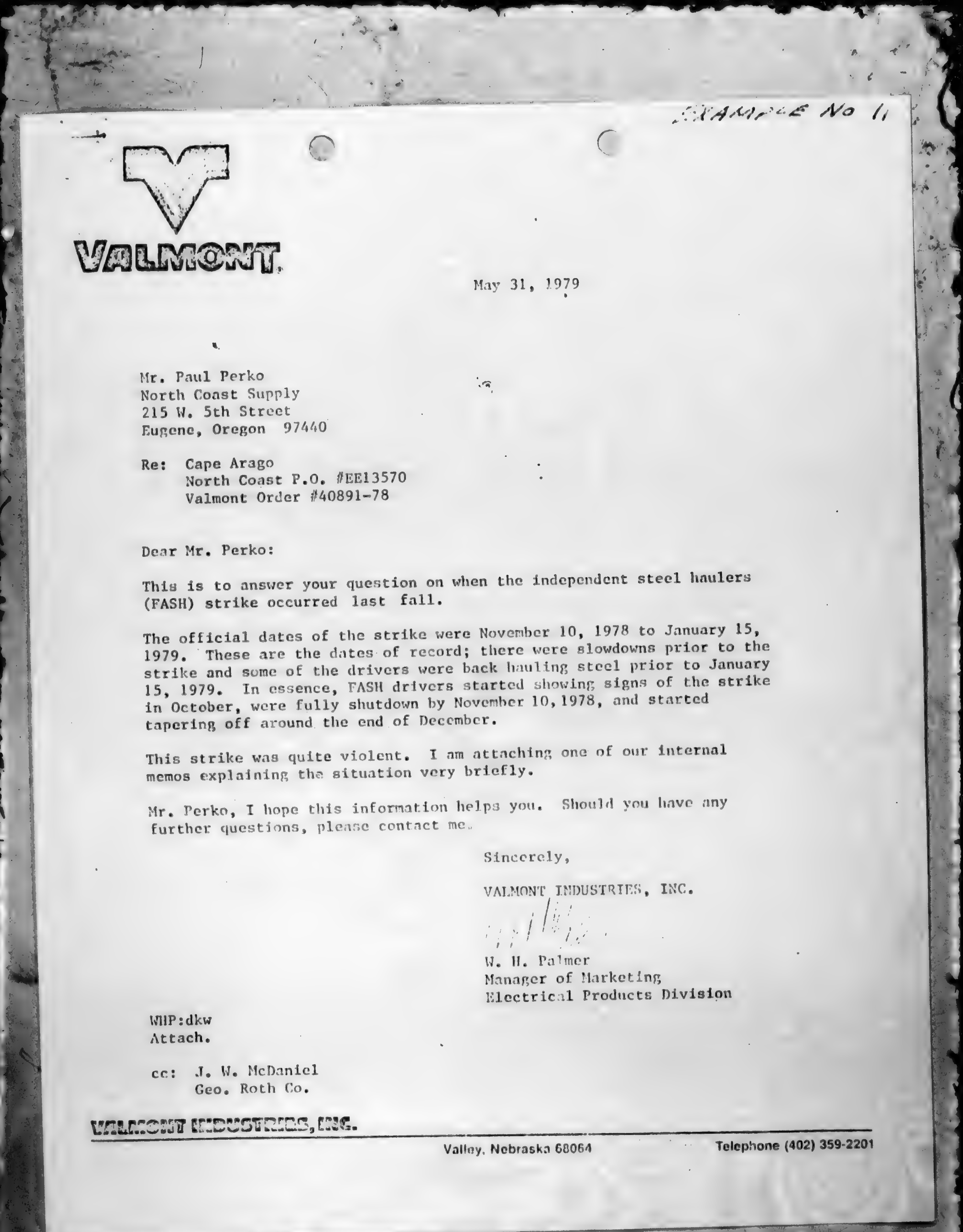
Very truly yours,

UNITED STATES STEEL CORPORATION

J. L. Hickman

J. L. Hickman
Service Representative

JLH/bjw



EXAMPLE No 11

VALMONT

May 31, 1979

Mr. Paul Perko
North Coast Supply
215 W. 5th Street
Eugene, Oregon 97440

Re: Cape Arago
North Coast P.O. #EE13570
Valmont Order #40891-78

Dear Mr. Perko:

This is to answer your question on when the independent steel haulers (FASH) strike occurred last fall.

The official dates of the strike were November 10, 1978 to January 15, 1979. These are the dates of record; there were slowdowns prior to the strike and some of the drivers were back hauling steel prior to January 15, 1979. In essence, FASH drivers started showing signs of the strike in October, were fully shutdown by November 10, 1978, and started tapering off around the end of December.

This strike was quite violent. I am attaching one of our internal memos explaining the situation very briefly.

Mr. Perko, I hope this information helps you. Should you have any further questions, please contact me.

Sincerely,

VALMONT INDUSTRIES, INC.

W. H. Palmer
Manager of Marketing
Electrical Products Division

WHP:dkw
Attach.

cc: J. W. McDaniel
Geo. Roth Co.

VALMONT INDUSTRIES, INC.
Valley, Nebraska 68064 Telephone (402) 359-2201

EXAMPLE No. 12

MEMO TO: Jan McCormick
Reuben Olson
Bob Wesch
Steve Healy
Pat Conroy

FROM: R. A. Powell

DATE: December 11, 1978

RE: STRIKE CONDITIONS, STEEL HAULERS

The Independent steel haulers (FASH) have been on strike for the past several weeks involving traffic moving through Chicago, Indiana, lower Michigan, Ohio, Pennsylvania and portions of New York.

You have likely seen reports on T.V. and in the newspaper of shootings and damage to tractors and trailers.

One of our pipe loads destined to Woodbridge, New Jersey, was involved over the weekend in Pennsylvania and although the driver and product were not injured, substantial damage was inflicted upon the driver's tractor.

It is becoming increasingly difficult to find drivers who are willing to risk themselves or their equipment by hauling loads to or through the strike area.

You might point out this difficulty to your customers or vendors as continued delay in reaching a settlement could have an adverse effect upon delivery schedules.

Ray

RAP/js

cc: Don Conant
Jolene Dunn
Phil Williams

8700

September 18, 1979

American Fidelity Fire Insurance Company
c/o Beeson & Company, Inc.
250 Central Building
810 Third
Seattle, WA 98104

Gentlemen:

Contract No. 8700 awarded to Hansen Electric Company for traffic signal installation on the Cape Arago Highway at Harrison Avenue in North Bend, Coos County was completed on January 30, 1979, and accepted by the State Highway Engineer on September 17, 1979.

Final payment in the amount of $1,268.92 will be released to the contractor after September 24, 1979. The total contract amount is $26,510.66 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

klp

cc: Hansen Electric Company
P. O. Box 1228
Coos Bay, OR 97420

American Fidelity Fire Insurance Company
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
V. E. Skoog
A. Shirley

87 8

STATE COPY

cc: State (H. S. Coulter, 4-24-79

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Coos | DIVISION<br>Oregon |
| IN COMPANY WITH<br>Jim Gix and Gene Ash, OSHD | | | |
| DATE OF INSPECTION<br>4-24-79 | INSPECTION MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>M-2681(1) |
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>130 % | WORK COMPLETED<br>96 % |

COPY SENT
APR 12 1979
Washington

### CAPE ARGO HWY. @ HARRISON AVE. (NORTH BEND)
### Signal Installation

### Scope of Inspection

The completed signal installation was reviewed in the field.

### Project Description

The project provided for the signalization of the T-intersection between Harrison Avenue and the Cape Argo Highway. Parking was removed from the Cape Argo Highway and the intersection was re-striped.

### Findings

The contract work was complete except for replacing a signal head which blew down and was damaged during a storm.

As mentioned above, this is a T-intersection, however, a fourth leg does exist into a trailer store to the north of the intersection. I was advised that this fourth leg, which accesses a mobile home sales store, is a dedicated city street. Although usage of the fourth leg is quite light (probably less than 30 ADT) accessing from said leg is extremely dangerous. The owner of the trailer sales had requested the fourth leg be signalized and left turn provided on the Cape Argo Highway. It is estimated that the left turn would cost around $12,000 and that the fourth leg signal installation something less than $6,000. Apparently the left turn refuge would provide for a few trailer houses which would be accessing in from the west. There are alternative methods for trailer houses to pull into the mobile home sales area and therefore, due to the excessive cost and light usage of said requested turn bay, I agree with the State that it would be a poor utilization of existing funds.

By itself the traffic volume using the fourth leg in and out of the mobile home area does not justify a turn signal, however, since signals were put up for the other legs of the intersection, which increases the

(continued)

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

accident potentials for egressing patrons and employees of the mobile home court, I recommend that the fourth signal head be installed.

In discussions with the Regional Traffic Engineer I understand that the State now intends to install signal lights for the fourth access, however, it has not yet been decided how the work will be performed (i.e., by extension of the existing contract, a new contract, or State Forces). I would recommend approval of any of the above methods at the State's discretion.

I recommend the acceptance of the existing project be conditional to the contractor's replacement of the damaged portion of one signal head. This recommendation of acceptance is based also on the State's verbal commitment of the State to install a fourth signal head for access at the mobile home sales area as soon as possible.

RECEIVED
STATE HWY ENGR
APR 14 '79
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

4/13
cy to

8700

1859

~~ROBERT W. STRAUB~~
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAY 3 - '79
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

DATE: April 11, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-2681(1)

Contract 8700, Work Completed January 30, 1979

Project Cape Arago Hwy. @ Harrison Ave.(North Bend)

Highway FAU 2681 (Harrison Ave.)

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 4-24-79

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
MAY 1 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlees
Widmer
Gebauer
Church

Form 81-734-3122 (Rev. 7-77)

8700

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cape Arago Hwy. @ Harrison Ave.
WEEK ENDING: February 3, 1979
SECTION PREFIX: 106-1055
HIGHWAY: FAU 2681
COUNTY: Coos
NAME OF JOB: Cape Arago Hwy. @ Harrison Ave.
KIND OF WORK: Traffic Signal
FEDERAL AID PROJECT NUMBER: M-2681(1)
CONTRACTOR: Hansen Electric Co.
CONTRACT NUMBER: 8700
ESTIMATED COMPLETION DATE: January 30, 1979
DATE OF CONTRACT: March 28, 1978
DATE WORK STARTED: October 30, 1978
WORK DAYS USED:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 220
CALENDAR DAYS USED: 287
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 130%
PROJECT AUTHORIZATION: $36,878.16
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $33,657.36
ENGINEERING AUTHORIZATION: $3,220.20
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $33,657.36
ENGINEERING COST TO DATE: $3,500.00
DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %
PERCENT OF AUTHORIZATION: 109 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

Ladder truck.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 28 | Fair | 0 | | Job ready & waiting for turn on. |
| MONDAY 29 | " | 0 | | " " " " " " |
| TUESDAY 30 | " | 0 | | State crew installed controller & turned signals on. |
| WEDNESDAY 1 | | | | |
| THURSDAY 2 | | | | |
| FRIDAY 3 | | | | |
| SATURDAY | | | | |

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
FEB 6 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 28 | No work. |
| 29<br>MONDAY | No work. |
| 30<br>TUESDAY | Contractor removed covers on signal heads.<br>State crew turned signals on about 2 p.m. after installing controller equipment.<br>Project completed. |
| 31<br>WEDNESDAY | |
| 1<br>THURSDAY | |
| 2<br>FRIDAY | |
| SATURDAY 3 | |

## REMARKS

City police by project on turn-on. Coos Bay World had a reporter on job.

Signal turned on about 2 p.m. on Jan. 30th.

Final records and semi-final should be mailed to Region on Feb. 10th.

SIGNED Eugene H Ash LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

STATE COPY 8

8700

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO. | . S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | te<br>Oregon |
|---|---|---|
| 4-80 | FEDERAL-AID PROJECT AGREEMENT | County<br>Coos |
| | 4-13-78 | Project No.<br>M-2681(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Virginia Ave. @ Harrison

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 5-31-77 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-1-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS

Pro-rata 85.8%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 39,691 | $ 34,055 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Technical Services Engineer
*(Title)*
By
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator APR 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, March 31, 1978

Federal Aid Project
No. M-2681(1)

CAPE ARAGO HWY. AT HARRISON AVE. (NORTH BEND)
CAPE ARAGO HIGHWAY
COOS COUNTY

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 3,500.00 |

Type Code Y031
Signal (Virginia Ave. at Harrison Ave.)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 400.00 |
| Temporary Signs | 160 Sq. Ft. | $ 3.50 | 560.00 |
| Flagmen | 40 Hour | 17.00 | 680.00 |
| Traffic Signal Installation, Complete | All Required | | 28,018.00 |
| Side Walk Ramps | 4 Only | 300.00 | 1,200.00 |
| | | | $30,858.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | $ 750.00 |

| | |
|---|---|
| Subtotal | $31,608.00 |
| Engineering | 3,983.00 |
| Engineering (Signal Controller Testing) | 600.00 |
| Total | $36,191.00 |

Length of Project - - - - - - - - - - 0.00 Mile

## SUMMARY OF FUNDS (85.8%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 3,500.00 | $ 3,003.00 | $ 497.00 |
| Signals | 36,191.00 | 31,052.00 | 5,139.00 |
| Total | $39,691.00 | $34,055.00 | $5,636.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8700 |
| Prefix: | 106-1055 |
| Prefix: | 106-1927 |

8700

9

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 13, 1978

Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8700 for traffic signal installation on the Cape Arago Highway at Harrison Avenue in North Bend, Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinna
Alfred Shirley
Eugene Ash
L. E. George

8700

2

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Eugene Ash
L. E. George
SAIF
Fran

March 29, 1978

Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

Gentlemen:

The Oregon Transportation Commission on March 28 accepted your proposal for traffic signal installation on the Cape Arago Highway at Harrison Avenue in North Bend, Coos County, for the sum of $30,858 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8700.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 10, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

3-1-78

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| | | FEDERAL AID PROJECT NO.<br>M-2681 (1) |
| | | STATE PROJECT NO.<br>See Below |
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Coos |
| | ITEM NO.<br>70445 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER<br>FAU 2681 |
| 3-1-78 | 3-1-78 | STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:

"Cape Arago Highway at Harrison Avenue (North Bend) Section"

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
XX OTHER (Specify) Permanent Pavement Striping (SF) $750

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
XX OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-24-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $41,432, Federal funds $35,548.

A signed copy of the Title Sheet is returned herewith.

3-8

| | | |
|---|---|---|
| DATE<br>3-1-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED
☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

FAUS

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
F.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

672-6658 PRO 6

February 2, 1978

Mr. Alfred Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

This will acknowledge your letter of February 1, 1978, forwarding City Council Resolution No. 2527 prohibiting parking on the Cape Arago Highway (Virginia Street) between Harrison and Hamilton Streets on the south side of the street.

This curb parking will be signed by the state and will be initiated at the time the proposed traffic signal at Harrison Street is placed into operation.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
L.E. George
Bill Brown
Eugene Ash

PROJECT MANAGEMENT
PME LGE CCE ☐ FAE ☐ OM ☐ OPE ☐
FEB 3 1978
M
File: PM FA LG OP
TAA ________

City of North Bend
NORTH BEND, OREGON 97459

February 1, 1978

Glen L. Clark
Regional Federal-Aid Engineer
State Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

Please find enclosed a copy of Resolution No. 2527, prohibiting parking on the south side of Virginia between Harrison and Hamilton Streets relative to the installation of a traffic signal at this intersection.

A copy of the Minutes of the January 24, 1978 Council meeting are also enclosed for your information.

Sincerely,

CITY OF NORTH BEND

Alfred Roth

Alfred Roth
City Administrator

Enclosures

# RESOLUTION NO. 2527

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NORTH BEND that parking shall be prohibited on the South side of Virginia Avenue between Harrison and Hamilton Streets at the time that the State of Oregon channelizes traffic on that segment of Virginia Avenue.

Passed and adopted by the Council this 24th day of January, 1978.

B L Higgins
Mayor

ATTEST:

Greal Burnett
Recorder

Approved as to form:

City Attorney

January 24, 1978

The North Bend City Council met in regular session on the above date at 7:30 P.M. on the above date with Mayor B. L. Higgins presiding. Council members present were Karl Popoff, Nan TenEyck, Robert Kelly, Wallace Johnson and Shirley Mortensen. Absent: William Shockley.

APPROVAL OF MINUTES: Nan TenEyck moved to approve the Minutes of the previous meeting as mailed. The motion was seconded by Karl Popoff and carried all voting "Aye".

REQUEST FROM COOS COUNTY COUNCIL ON ALCOHOLISM: Linda Stoddard, Administrator of the Southcoast Recovery Center at Myrtle Point, appeared before the Council requesting funds from the City to help with their program. She asked $3,000 from the City of North Bend, stating that the request was based upon population. When asked what she was requesting from other cities she stated that they were asking Coos Bay for $4,500 and Coquille $1,500.

After discussion it was decided that Mrs. Stoddard would meet with the Administrator, Al Roth, and submit her request to be put in the 1978-79 fiscal year budget and it will be decided upon by the Budget Committee.

REPORT FROM CITY ATTORNEY REGARDING ZONING AND VACATION CONDITIONS RELATING TO PONY VILLAGE SHOPPING CENTER: Robert Thomas, City Attorney, reported that he had reviewed all the zoning provisions and vacation ordinances that dealt with Pony Village and although there were some conditions proposed on some vacation ordinances there are no conditions that are still in effect at this time. Based upon this review Mr. Thomas did not find any conditions specifically applying to Pony Village over which the City has present jurisdiction. The City's control over traffic matters relating to Pony Village would be under existing general ordinances relating to curb cuts and traffic control at the boundaries of the property. Indirectly, there would be some building and fire code regulations which deal with internal access and traffic.

City Administrator, Al Roth, stated that the Council could consider authorizing the Planning Commission to hold public hearings to amend the zoning ordinance to provide that shopping centers should be subject to Planning Commission review for any additions to existing structures, similar to the provisions which are now presently in existence for the entire area at Broadway and Newmark. This would enable the Planning Commission to review any expansion of shopping center facilities and to recommend changes or corrections of existing or possible future conditions which may result from such expansion.

A change in the text of the Zoning Ordinance would require a Public Hearing before both the Planning Commission and the Council. A conditional use approach could be granted by the Planning Commission after a Public Hearing.

Councilwoman TenEyck stated that one of the things she is very concerned about is the minimal parking requirements in the zoning ordinance and felt a review should be made to consider a change to the parking in the zoning ordinance.

City Attorney, Robert Thomas, stated that the Council could request the Planning Commission to review and consider changes to the parking provisions of the Ordinance and consider the same type of control that they now have in other commercial areas. This, however, should be handled separately.

Nan TenEyck moved to authorize the Planning Commission to hold Public Hearings to amend the zoning ordinance to provide that shopping centers should be subject to Planning Commission review for any new structures or additions. The motion was seconded by Wallace Johnson and carried all voting "aye".

Nan TenEyck moved to authorize the Planning Commission to review the parking requirements of the zoning ordinance, seconded by Robert Kelly and carried all voting "Aye".

RESOLUTION NO. 2527: This resolution was read to the Council and prohibites parking on the south side of Virginia Avenue between Harrison and Hamilton Streets

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Nan TenEyck moved to authorize the Planning Commission to review the parking requirements of the zoning ordinance, seconded by Robert Kelly and carried all voting "Aye".

RESOLUTION NO. 2527: This resolution was read to the Council and prohibites parking on the south side of Virginia Avenue between Harrison and Hamilton Streets at the time that the State of Oregon channelizes traffic on that segment of Virginia Avenue.

It was moved by Nan TenEyck to approve the Resolution prohibiting parking on the south side of Virginia Avenue between Harrison and Hamilton Streets, seconded by Shirley Mortensen and carried all voting "Aye".

REVIEW BIDS MAPLE STREET WIDENING: (California to Montana EDA Project No. 07-51-23654)

Andrew Hoefer, Assistant to the Engineer, reported that the first bid opening for this project was held November 7, 1977 at which time no proposals were received. We subsequently requested and received the following waivers from EDA:

1. A waiver of competitive bidding requirements.
2. A waiver of the requirements for 10% Minority Business Enterprise participation.
3. A waiver of the 90-day start of construction to provide for an extension to January 16, 1978.

Having received said "notice of waivers" on January 9, 1978, it was apparent that we would have a difficult time scheduling a bid opening by January 16, 1978, let alone begin construction by that date. An extension of time for on site labor to begin was made by phone and verbal approval has been granted by EDA.

A second bid opening was scheduled for January 17, 1978. There was insufficient time to re-advertise so local contractors were advised of the bid opening by phone.

Two bidders responded to the bid opening and a tabulation of the bid results are as follows:

| Bracelin & Yeager | Laskey-Clifton |
|---|---|
| $71,956.00 | $66,812.70 |

The low bidder, Laskey-Clifton of Reedsport, Oregon did not submit a bid in accordance with the provisions of the "Information for Bidders" found in the bid package in that they did not acknowledge the receipt of Addedum No. 2. The same provision provides that the City may consider informal any not prepared or submitted in accordance with the provisions and may waive any informalities.

The staff recommends that the Council waive the informalities of the proposal submitted by Laskey-Clifton and make the bid award to them in the amount of $66,812.70.

Laskey-Clifton's bid proposal is 6% over the Engineer's revised estimate of $63,045.00 and within the grant offer of $77,550.00.

Mayor Higgins moved to accept the low bid of Laskey-Clifton and to waive the irregularities in the bid. The motion was seconded by Nan TenEyck and carried all voting "Aye".

ALLEGED DANGEROUS BUILDING: The building official, Gary Furst, requested that a date be set for a public hearing on an alleged dangerous building located on Lot 11, Block 70, Coos Bay Plat "C" owned by the City of-North Bend.

Nan TenEyck moved that a date be set for the Public Hearing on the above building, seconded by Robert Kelly and carried all voting "Aye".

STREET IMPROVEMENT DISTRICT NO. 1-78: (Lombard from Chester to Union, Union from Lombard to Wall)

A petition has been received for a street improvement on Lombard from Chester to Union and Union from Lombard to Wall. It was moved by Nan TenEyck to accept the petition for a street improvement and to instruct the Engineering Department to prepare Plans and Specifications. The motion was seconded by Robert Kelly and carried all voting "Aye".

SEWER IMPROVEMENT DISTRICT NO. 100-78: (Union from Wall to Lombard, Lombard from

2. A waiver of the requirements for 10% Minority Business Enterprise participation.

3. A waiver of the 90-day start of construction to provide for an extension to January 16, 1978.

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Laskey-Clifton's bid proposal is 6% over the Engineer's revised estimate of $63,045.00 and within the grant offer of $77,550.00.

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Nan TenEyck moved that a date be set for the Public Hearing on the above building, seconded by Robert Kelly and carried all voting "Aye".

STREET IMPROVEMENT DISTRICT NO. 1-78: (Lombard from Chester to Union, Union from Lombard to Wall)

A petition has been received for a street improvement on Lombard from Chester to Union and Union from Lombard to Wall. It was moved by Nan TenEyck to accept the petition for a street improvement and to instruct the Engineering Department to prepare Plans and Specifications. The motion was seconded by Robert Kelly and carried all voting "Aye".

SEWER IMPROVEMENT DISTRICT NO. 100-78: (Union from Wall to Lombard, Lombard from Union to Liberty) A petition for a sewer improvement on the above was received. It was moved by Nan TenEyck, seconded by Robert Kelly to accept the Petition for a sewer improvement as requested and to instruct the Engineering Department to prepare Plans and Specifications. Motion carried unanimously.

prepare Plans and Specifications. Motion carried unanimously.

CERTIFICATE OF COMPLETION STREET IMPROVEMENT DISTRICT NO. 4-76: (Ash from Virginia to Montana, Montana from Oak to Maple, Connecticut, Madrona to Oak)

Andrew Hoefer, Assistant to the Engineer, reported that the contractor, Elte, Inc., completed all work on this project on or about December 12, 1977.

All work was found to be in accordance with the Plans and Specifications or met with the intent of any modifications made during the course of the work. It is recommended that the City Recorder be authorized to make final payment to Elte, Inc., Boring, Oregon., in the amount of $1,000.00.

Mayor Higgins moved to make final payment to Elte, Inc., for the completion of the work on Street Improvement District No. 4-76, seconded by Robert Kelly and carried all voting "Aye".

RESOLUTION 2528: Resolution authorizing revenue notes for the purpose of making alterations to Building No. 38 at the North Bend Municipal Airport in the sum not to exceed $10,000.00.

Resolution No. 2528 was read to the Council and it was moved by Shirley Mortensen, seconded by Wallace Johnson, to adopt the Resolution as read. Motion carried all voting "Aye".

BUDGET COMMITTEE APPOINTMENTS: Nan TenEyck moved to reappoint Ruthia Cox for a three year term, as Mrs. Cox has served one to finish out the unexpired term of Gerry Resheske. The motion was seconded by Karl Popoff and carried unanimously.

Three names were submitted to fill the expired term of Robert Klever, who did not wish to serve again, and for a two year term to fill the vacancy of Maxine Stokes who resigned having served one year. The following names were considered: William Smith, William Sherwood and Sven Janson. Voting was by ballot with Mr. Sherwood receiving 5 votes, Mr. Smith 4 votes and Mr. Janson 3 votes.

It was moved by Mayor Higgins to appoint William Sherwood to the three year term and William Smith to the two year term. Motion was seconded by Nan TenEyck and carried with two "Naye" votes being cast by Robert Kelly and Shirley Mortensen.

REQUEST FOR A WAIVER OF THE PROVISIONS OF THE GRADE ORDINANCE BY KARL ARNEY:

A request from Karl Arney asking relief from the Grade Ordinance so that he could construct new homes on Lots 9 through 16, in Block 5, Central Place Addition. These lots are on Fir Street, which is divided by the City of North Bend and the City of Coos Bay.

Andrew Hoefer, Engineering Department, informed the Council that in May, 1976, a street petition for improvement was received on Fir Street from Newmark south to 26th Street. The petition was accepted by the Council on May 23, 1976. The City Engineer, at that time explained that it would also require a district to be set up in the City of Coos Bay, which would then require an intergovernmental agreement and one or the other of the two cities would then take the project forward as a joint project with the final cost assessed back to the two cities on each side of the street. Mr. Arney stated that School District No. 9 owend most of the property on the Coos Bay side and wasn't interested in improving the street. No petition was ever presented to the Cityof Coos Bay and it recommended by the Engineering Department that an honest effort be made to turn in a petition for a street improvement on Fir Street to the City of Coos Bay.

Karl Popoff moved to accept the recommendation of the Engineering Department and have Mr. Arney make an honest effort to get a street improvement project on Fir Street. The motion was seconded by Wallace Johnson and carried all voting "Aye".

PARKS COMMITTEE REPORT: The Parks Committee met on Friday, January 13, 1978 at 3:30 o'clock P.M. Present were Council committee members Johnson, Popoff and Shockley, and City Administrator Roth and Ted Johnson, staff.

completed all work on this project on or about December 12, 1977.

All work was found to be in accordance with the Plans and Specifications or met with the intent of any modifications made during the course of the work. It is recommended that the City Recorder be authorized to make final payment to Elte, Inc., Boring, Oregon., in the amount of $1,000.00.

Mayor Higgins moved to make final payment to Elte, Inc., for the completion of the work on Street Improvement District No. 4-76, seconded by Robert Kelly and carried all voting "Aye".

RESOLUTION 2528: Resolution authorizing revenue notes for the purpose of making alterations to Building No. 38 at the North Bend Municipal Airport in the sum not to exceed $10,000.00.

Resolution No. 2528 was read to the Council and it was moved by Shirley Mortensen, seconded by Wallace Johnson, to adopt the Resolution as read. Motion carried all voting "Aye".

BUDGET COMMITTEE APPOINTMENTS: Nan TenEyck moved to reappoint Ruthia Cox for a three year term, as Mrs. Cox has served one to finish out the unexpired term of Gerry Resheske. The motion was seconded by Karl Popoff and carried unanimously.

Three names were submitted to fill the expired term of Robert Klever, who did not wish to serve again, and for a two year term to fill the vacancy of Maxine Stokes who resigned having served one year. The following names were considered: William Smith, William Sherwood and Sven Janson. Voting was by ballot with Mr. Sherwood receiving 5 votes, Mr. Smith 4 votes and Mr. Janson 3 votes.

It was moved by Mayor Higgins to appoint William Sherwood to the three year term and William Smith to the two year term. Motion was seconded by Nan TenEyck and carried with two "Naye" votes being cast by Robert Kelly and Shirley Mortensen.

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Karl Popoff moved to accept the recommendation of the Engineering Department and have Mr. Arney make an honest effort to get a street improvement project on Fir Street. The motion was seconded by Wallace Johnson and carried all voting "Aye".

PARKS COMMITTEE REPORT: The Parks Committee met on Friday, January 13, 1978 at 3:30 o'clock P.M. Present were Council committee members Johnson, Popoff and Shockley, and City Administrator Roth and Ted Johnson, staff.

The Committee discussed the request for a location for a softball field for the women's softball league. The Committee members had invited Wayne Fox, Athletic Director for School District 13, to discuss this matter with the representatives of the women's softball league and the Committee.

Following general discussion, the Committee directed the City Administrator to prepare a letter to the District 13 School Board asking their consideration to allow the women's softball league to use the area on the hill south of the North Bend Junior High as a interim location until such time that the City can make arrangements for a more permanent facility elsewhere in the City.

The Committee also discussed the need to develop a plan for the use of the Pony Creek area between Crowell Lane and Newmark.

The Committee discussed the activities of the Parks Department with Parks Superintendent, Ted Johnson. It was decided that the Committee would tour the City parks on Friday, January 27, at 3:30 o'clock P.M. to review the condition of those parks and to discuss some of the proposals which Mr. Johnson intended to present to the Budget Committee.

Due to illness the next meeting date will be changed to a later date.

POLICE COMMITTEE REPORT: The Police Committee met on January 17, 1978 at 7:30 oclock P.M. Present were Council committee members Karl Popoff, Nan TenEyck. Absent, due to illness, was Committee member Robert Kelly. Staff members present: City Administrator Roth, Police Chief Booras, Captain Dyer and City Attorney Thomas.

(1) A cost factor breakdown for establishing a three unit K-9 program was discussed. After reviewing the present program and the high cost of a workable three unit K-9 program, it is the recommendation of the Police Committee that the present program be terminated with an effective date of July 1, 1978. It is further recommended that the present K-9 be released to Officer Bender upon his signing a release form, reviewed and approved by the City Attorney.

(2) A rate increase for communication services provided for the City of Lakeside was discussed. On July 1, 1975 the City of North Bend entered into agreement with the City of Lakeside to provide communication services (teletype, telephone, radio dispatching). Since that time, due to the increase of personnel in the Lakeside Police Department, the calls for services has increased considerably. It is recommended that a fee of $160.00 per month be required for said services.

(3) The involvement of North Bend Police personnel in the Airport Security Program was discussed and reviewed. It was tabled at this time in order that Chief Booras could collect additional information which is to be presented to the Committee for further review.

(4) The Police Committee recommends Council approval of the following Staff Traffic Committee recommendations:

(a) Discussion of the intersection at Newmark and Oak:

It is recommended that the Council authorize the State Highway Division to review this intersection and advise their recommendation as to off street parking and establishing turning lanes at this intersection.

(b) Sight obstruction on McPherson due to vehicle parking:

It is recommended that the No Parking Zone (yellow curbing) from the corner of Connecticut (eastbound) and McPherson be extended up to 50 feet.

(c) Requests for installation of Stop signs:

It is recommended that Stop signs be installed at the following locations:

(1) Connecticut (eastbound)at Ash
(2) Ash (southbound)at Connecticut
(3) Connecticut (eastbound) at Maple
(4) Montana(westbound) at Oak
(5) Ash (eastbound) at Montana
(6) Montana (eastbound) at Maple

(d) The intersection of Broadway and 17th was discussed and it is recommended that Mr. Glen Clark of the State Highway Division be contacted and that we request another survey be conducted at that location.

The Committee discussed the activities of the Parks Department with Parks Superintendent, Ted Johnson. It was decided that the Committee would tour the City parks on Friday, January 27, at 3:30 o'clock P.M. to review the condition of those parks and to discuss some of the proposals which Mr. Johnson intended to present to the Budget Committee.

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(d) The intersection of Broadway and 17th was discussed and it is recommended that Mr. Glen Clark of the State Highway Division be contacted and that we request another survey be conducted at that location.

It was moved by Nan TenEyck to accept the Police Committee report, except for item (c) regarding Stop signs, which was tabled for this time. Motion seconded by Robert Kelly and carried unanimously.

REVENUE SHARING COMMITTEE REPORT: Nan TenEyck reported that the Revenue Sharing Committee has been holding weekly meetings for the past several weeks and a final report will be submitted [illegible] the full council at the conclusion of these meetings.

FINANCE COMMITTEE REPORT: It was reported by Wallace Johnson, chairman of the Finance Committee, that bills were examined and approved in the amount of $338,608.46. It was moved by Nan TenEyck, seconded by Shirley Mortensen, to pay the bills. Motion carried unanimously.

CITY ADMINISTRATOR'S REPORT: Mr. Roth, City Administrator, reported that 2 bids were received for the addition to the Airport terminal building, EDA project 07-51-23636. Both bids exceeding the amount of the grant. The Revenue Sharing Committee recommended $10,000 to try to salvage this program. It was recommended by the Administrator to do just the waiting room as there isn't sufficient funds, reject present bids and contact the two bidders and attempt to get a negotiated bid for the passenger section alone and request an extension of time to negotiate such bid.

Karl Popoff moved to reject present bids, ask for an extension of time to negotiate new bids, seconded by Nan TenEyck and carried unanimously.

Mr. Roth reported on the trip to Salem with Sandra Dietrich and Jim Jacks of CCCOG, Bill Girde, Coos Bay Planner and David Rickey, Coos County Plan Director to meet with the staff from LCDC to discuss steps and procedures that should be followed to obtain exceptions from certain coastal goals in connection with the Airport runway. They felt goals No. 16, Estuarine Resources and 17, Coastal Shorelands, relate to the Airport. They recommend that Coos County and the Cities of Coos Bay and North Bend team together in a joint effort to adopt or amend their master plans for such airport element to each plan. Sandra Dietrich will coordinate this. Generally there will be a single basic public informational hearing for all three governments and then each will have their own final public hearing. We will get an itemized list of procedures that must be followed. LCDC will assist in procedural aspects alone. It is up to the three local governments to support the exception to the goals and justify the mitigation.

Mr. Roth informed the Council that at the last meeting they had directed the Staff to take care of the tree on Sherman Avenue. After looking into the situation it would be impossible for the city crews to accomplish this and the City would have to hire a topper to remove the tree. This tree is in an unused public right-of-way. City Attorney, Robert Thomas, informed the Council that where there are trees of this nature the adjacent owners own the trees, shrubs etc. and the City just has an easement for use until it is used as a public use. The City takes jurisdiction only if it opens the street up. This is the property owners problem and the City could be subject to a liability suit if it removed trees with property owners consent in any case other than installation of utilities or streets.

It was felt that the Council was sympathetic to the problem and did not understand the liability until it was looked into further. Mr. Roth was asked to contact the owner of the property regarding this tree and explain the situation.

Nan TenEyck moved to defer any action upon removing the tree at 3880 Sherman Avenue. Motion was seconded by Wallace Johnson and carried all voting "Aye" with the exception of Shirley Mortensen who voted "Naye".

Announced that February 13, at 7:00 o'clock will be the Public Hearing for the Corp of Engineers.

OTHER MATTERS NOT ON THE AGENDA: Councilman Johnson moved to include an option to declare a moratorium if it is needed in the Zoning Ordinance. Motion died for lack of a second.

FINANCE COMMITTEE APPOINTMENTS: Mayor Higgins appointed Nan TenEyck and Karl Popoff to the Finance Committee, replacing Wallace Johnson and William Shockley who have served for the past 6 months. This committee is rotated each six months.

There being no further business the meeting adjourned.

/s/ B. L. Higgins

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There being no further business the meeting adjourned.

/s/ B. L. Higgins
Mayor

ATTEST: /s/ Arseal Burnett
Recorder

FAUS

STATE OF OREG[illegible]

INTERO[illegible]CE MEMO

DATE: January 20, 1978

TO: Alfred Shirley, Jr.
Region 3 Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Revised Preliminary Plans for Review
Traffic Signal Installation
Virginia Ave. @ Harrison Ave. (North Bend)
Cape Arago Highway
Coos County

Attached for your review are five copies of Revised Preliminary Plans for the signalization of the above project.

Revisions include a left-turn vehicle signal, left-turn sign and restriping of the intersection to provide a left-turn pocket.

Please give these plans your immediate attention so that any recommendations you make may be considered and the plans and specifications changed before the project is advertised.

The project is currently scheduled for letting March 23, 1978. ✓

Please forward one copy of the Revised Preliminary Plans to the City of North Bend for their approval and signature and then return them to us for our files.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

JB:rw

cc: ✓Gary Zehner

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
JAN 23 1978
m
File: PM FA
TAA ______ LG OP

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~[illegible]~~ 672-6658 PRO 6

Mr. Alfred Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

November 18, 1977

Dear Mr. Roth:

This will confirm our conversation November 17, 1977 in your office concerning your FAUS traffic signal project on the Cape Arago Highway (Virginia Street) at Harrison Avenue.

The Highway Division submitted a three phase design without parking prohibition (thus, not incorporating an area in the center of Virginia Street to store and detect left turning vehicles) for Federal Highway Administration consideration of design approval and funding.

The operation was to be as follows:

Phase 1. East and westbound Virginia Street vehicular traffic and pedestrian traffic moves. Others are stopped.

Phase 2. Westbound Virginia Street vehicular traffic and the left turn to Harrison Avenue moves. All others are stopped.

Phase 3. All Virginia Street vehicle and pedestrian traffic stop and the Harrison Avenue pedestrians and vehicular traffic moves.

This design was disapproved and the letter indicating this urged the city to reconsider the prohibition of parking necessary to provide a standard left turn refuge. This would allow a protected left turn without any conflict from oncoming eastbound Virginia Street traffic. At the time the left turn movement is being made the westbound Virginia Street traffic would move.

Please reconsider the prohibition of minor curb parking on the south side of Virginia between Hamilton and Harrison. If you have any questions or think that the City Council will have any questions, I would be glad to attend any council meeting.

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE FAE ☐ OPE ☐
NOV 22 1977
File: PM FA
LG OP
TAA

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring * L.E. George * Bill Brown * Kipp Osborn
Bob Judson

November 2, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Oregon Project M-2681 (1)
Cape Arago Highway at
Harrison Avenue (North Bend) Section
Your File HB.3-OR

We wish to acknowledge your October 25 letter concerning the traffic signal at Virginia and Harrison Avenues. We are requesting our Region Office to contact the City Council once more to determine if a parking prohibition might be possible.

If the Region is successful in their contact, the design of the traffic signal will be modified accordingly.

Very truly yours,

J. H. Versteeg

E. S. Hunter for
Technical Services Engineer

bc F. B. Klaboe
D. H. Moehring (enc.)
J. H. Versteeg "
L. E. George
Alfred Shirley, Jr. " - Please have Glen Clark contact the City Council and advise them of the Federal Highway Administration's request. Report back to Traffic on the results.

LEG:ds ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 25, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project M-2681(1)
Cape Arago Highway at Harrison Ave
(North Bend) Sec
Coos County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT

- Not in Gen. Files

NOTED
R.D. TRYGSTAD

I do not approve the PS&E for the subject project as submitted with Mr. Swan's October 24, 1977 letter.

Originally, it was our understanding that the city would prohibit parking on Virginia Ave leaving room for a left turn bay onto Harrison Ave. With the left turn bay, all of the left turns could be made safely and without confusion.

The design submitted provides for some left turns to be made unobstructed while others may be made as gaps occur in opposing traffic. Experience indicates that this alternating obstructed and then free left turn creates motorist confusion, and thereby raises accident potential.

Therefore, I urge that you request the City to prohibit parking as originally planned so that a safer signalization of the intersection may be accomplished.

RECEIVED
OCT 31 1977
TRAFFIC ENGINEERING

G. K. Hossner
for G. L. Green

RECEIVED
TECHNICAL SERVICES
OCT 27 '77
REFER TO
George
FOR
Act ✓

cc Mochney

8700

240

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/19/77
Donald L [illegible]

11-17-77 Bid Letting ______________ All Clear Deadline

SECTION Cape Arago - ~~VIRGINIA AVE.~~ ~~AT~~ HARRISON AVE. (NORTH BEND)
Highway Cape Arago FAU-2681
County Coos Region 3
Type of Work Signal Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

m-2681(1)

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Statewide - No identified problems |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

OREGON STATE HIGHWAY [illegible]ISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 10-10-77

Subject: Federal Aid Project No. M2681(1)
Project Name Virginia Ave. (FAP 51) at Harrison Street., FAU 2681
240

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at North Bend, Oregon, this 10th day of Oct., 1977

City of North Bend

Certified By:

Virgil V Nelson
Regional Right-of-Way Supervisor
Date 10-11-77

B L Higgins
Mayor

cc Swan
Keasey
Chidsey

Burnett
City Recorder

Instructions: Complete A or B and C.
R/W File No. ___

done 10-18-77

Section Virginia Ave at Har on Ave (North Bend) Progra ing Estimate $ 39,000

Highway Cape Arago 9-77 Project Length —

County Coos Completion Time 220 calendar days

Kind of Work Traffic Signal

Prefix 106-1927 FA Project No. M-2681(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 33,385.00

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment | |
| Building Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | |
| Permanent Pavement Striping | 300.00 |
| Temporary Pavement Striping | |
| Remove Pavement Striping (Exist. & Temp.) | |
| Temporary Erosion Control | |
| State Furnished | |
| Install Water Meter | |
| Furnish Water | |
| Laboratory Fees | |
| On the Job Trainees | |
| State Responsibility for Damages | |
| Signal Controller Testing | |
| Bikeway Signs | |
| Furnish Mail Box Posts | |
| Adjust Utilities | |
| | |
| | |
| | |
| Misc. Permit Fees | |
| | |

$ 300.00

$ 33,685.00

| | |
|---|---|
| Contingencies (4-1/2%) | 1,515.83 |
| Engineering ( %) | 3,368.50 |
| SUBTOTAL | $ |
| Credit for | |
| Estimated Net Authorization, Construction | $ 38,569.33 |

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date

Section Virginia Ave at Harrison Ave (North Bend)
County Coos
Kind Of Work Traffic Signal
Length —
Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | 900.00 |
| 2 | Temporary Signs | | Sq. Ft. | 160 | 6.00 | 960.00 |
| 3 | Flagmen | | Hour | 40 | 17.00 | 680.00 |
| 4 | Traffic Signal Installation, Complete | | Lump Sum | All | Lump Sum | 30,845.00 |
| | | | | | | |
| | | | | | | |
| | Total | | | | | 33,385.00 |

8700

8

GENERAL FILES

MISC. CONTRACTS and
AGREEMENTS No. 6041

July 6, 1977

City of North Bend
City Hall
North Bend, OR 97459

Attention: Mrs. Arseal Burnett
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation of traffic signals at the intersection of the Cape Arago Highway and Harrison Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fem

Att.

c/c Don Harwell (agree. att. conf.)

8700

P. Mgmt

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 ~~672-6544~~

PRO 6

June 22, 1977

Mr. Alfred Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

PROJECT MANAGEMENT
JUN 24 '77
REFER TO: Prange Tea
Winier

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

Dear Mr. Roth:

This will acknowledge your letter of June 20, 1977, transmitting a copy of City Council Resolution No. 2515, authorizing the Mayor and Recorder to sign agreement No. 6041. This pertains to your FAUS signalization project M-2661(1) on the Cape Arago Highway (Virginia) at Harrison in North Bend.

By a copy of this letter, the agreements and the resolution are being forwarded to Program Management in Salem for further processing. A fully executed copy will be returned for your files.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management ✓
L.E. George
Bill Brown
Frank Morrison

✓ NOTED
[illegible]OR C. HOLMES

May 10, 1977

The North Bend City Council met on the above date at 7:30 P.M. in the Council Chambers of City Hall with Mayor B. L. Higgins presiding. Members present were: William Shockley, Karl Popoff, Nan TenEyck, Robert Kelly, Wallace Johnson and Shirley Mortensen. Absent: None.

* * *

TRAFFIC SIGNAL AT VIRGINIA AND HARRISON:

This item was tabled from the previous meeting on a motion from Shirley Mortensen to have the entire Council take a look at this intersection before making a decision at the next meeting.

The Council did look at the intersection and after considerable discussion it was moved by Robert Kelly to accept the State prerequisites for installation of a three phase signal at Virginia and Harrison. The motion was seconded by Shirley Mortensen and carried by the following vote: Voting for the motion were council members Mortensen, Kelly, Johnson and Higgins. Voting against the motion were: TenEyck and Popoff. Councilman Shockley abstained from voting.

* * *

There being no further business the meeting adjourned.

/s/ B. L. Higgins
Mayor

Attest: /s/ Arseal Burnett
Recorder

I, Arseal Burnett, the duly appointed, qualified and acting Recorder of the City of North Bend, Coos County, Oregon, do hereby certify that the above is a true copy of a portion of the Council Minutes of May 10, 1977.

Arseal L Burnett
Recorder

8700

-11 Bend
F-211

1859

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 ~~672-6541~~

PRO 6

June 9, 1977

Mr. Alfred Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

This will acknowledge your letter of June 8, 1977, advising that the City Council reversed their previous action prohibiting curb parking on the Cape Arago Highway (Virginia Street) between Harrison and Hamilton on the southerly side.

The Council's suggestions will be incorporated into the preliminary plans to be developed. The resulting plans will be submitted to the engineering section in Salem for review and compliance to ORS 487.850 which in part states "—— at places the Commission deems necessary for the safe and expeditious control of traffic ——". There also may be informal consultation with the Federal Highway Administration to discuss federal funding of such a signal installation.

You will be kept advised of the progress of this project.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management
L.E. George
Bill Brown
Eugene Ash

PROJECT MANAGEMENT

JUN 10 '77

REFER TO:

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| X | | | | | | |

N NOTED
........OR S. HOLMES

City of North Bend
NORTH BEND, OREGON 97459

June 8, 1977

Mr. Alfred Shirley, Jr.
Regional Engineer
State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Glen L. Clark
Regional Federal-Aid Engineer

Gentlemen:

Thank you for your letter of June 6 indicating your progress in connection with the signalization of Cape Arago Highway (Virginia Street) at Harrison.

The City Council at its May 24 meeting did approve the recommendations of the Police Committee which incorporated the following:

(1) That a two phase signal be installed at this intersection.

(2) That lane markings on the street be adjusted to allow better proportioning of the existing traffic lanes.

(3) That westbound traffic on Virginia Street be given a 15 to 30 second advance start while eastbound traffic is still stopped, to permit occasional left turn movements as well as allowing the orderly procedure of westbound traffic.

(4) That pedestrian cross lights be installed at this intersection similar to those installed at Virginia and Broadway.

The formal resolution you requested will be approved at the next meeting of the City Council on June 14.

Sincerely,

CITY OF NORTH BEND

Alfred Roth

Alfred Roth
City Administrator

AR:a

8700

P. Mgmt

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-55XX~~ 672-6658

PRO 6

June 6, 1977

Mr. Al Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

This is to advise that the Federal Highway Administration has approved the preliminary engineering phase of the signalization (FAUS) project number M-2681(1) on the Cape Arago Highway (Virginia Street) at Harrison.

We expect approval of an Authority for Survey in the next few days. As soon as it arrives, a copy will be sent to Mr. Eugene Ash, Resident Engineer in Coquille. He will begin collecting the necessary field data to prepare a map upon which to design the signal.

We have not received an official communication regarding the status of the parking prohibition. This, of course, will affect the design features of the project. We would appreciate hearing from you in this regard.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management ✓
L.E. George
Bill Brown
Eugene Ash

PROJECT MANAGEMENT
JUN 7 '77
REFER TO:
FOR

| Initials | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

NOTED
...... JR C. HOLMES

8700

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-31-77

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2681(1)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70445

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 2 '77
orig
REFER TO x Swan
FOR

| Info | Inves | R-D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | 5-31-77 | FAU 2681 |
| | | STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:

"Virginia Ave. at Harrison Ave. (N. Bend) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $4,000 FF $3,400
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-23-77, I concur that the subject project is a non major action as set forth in FHPM 7-7-2.

As requested in Mr. Swan's 5-23-77 letter, you are authorized to proceed with the work as shown above.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5-31-77 | G. K. Hossner | For Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8700

P. Mgmt

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO 6

May 25, 1977

Mr. Alfred Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

This will acknowledge your letter of May 13, 1977, transmitting three signed copies of agreement 6041 pertaining to your FAUS traffic signal project M-2661( ) on the Cape Arago Highway (Virginia Street) at Harrison Ave. in North Bend.

The agreements will be held in this office pending receipt of a Council Resolution specifically authorizing the Mayor and Recorder to sign the document.

The Council minutes sent with the agreements pertains to the Council's action to "accept the State prerequisites for installation of a three phase signal--" rather than authorizing the signing of the agreement.

We were disappointed to learn by telephone that your Police Committee had asked the Council to reconsider their action of May 10, 1977.

PROJECT MANAGEMENT

MAY 27 '77

REFER TO:

FOR

| Info | Investigate | R/D | Action | File | Letter | [illegible] |
|---|---|---|---|---|---|---|
| | | | | | | |

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management
Bill Brown
Eugene Ash

NOTED
MINOR C. HOLMES

City of North Bend
NORTH BEND, OREGON 97459

May 13, 1977

Glen L. Clark
Regional Federal-Aid Engineer
Department of Transportation
Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

I am enclosing the three copies of a Construction- Finance Agreement No. 6041 pertaining to the City's FAUS signalization project No. M-2661 on the Cape Arago Highway (Virginia Street) at Harrison Avenue in North Bend, which have been signed by the Mayor and Recorder.

Also, enclosed is a certified copy of that portion of the Minutes of the City Council meeting of May 10, 1977 relative to this agreement.

Sincerely,

CITY OF NORTH BEND

Alfred Roth

Alfred Roth
City Administrator

Enclosures

8700

ROBERT W. STRAUB
GOVERNOR

## *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 23, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 70445
Project No. M-2681(1)
Virginia Ave. at Harrison Ave. (N. Bend) Section
Coos County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1. Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

2. Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S.&E. approval at an estimated total cost of $4,000 with an obligation of $3,400 in federal funds.

CL:re

cc: A. Shirley, Jr.
G. Zehner

√(R)

| | |
|---|---|
| MONTHLY TRANSACTION NO. | FORM PR-1 (REV. 4-61)<br>FEDERAL- |
| DATE SUBMITTED TO W.O. | 5-23-77 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>21 City St., Virginia Ave. @ Harrison 65 | **ADT** | PRESENT<br>17,000 | FUTURE<br>28,900<br>(85) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>28 P.E. Traffic Signal & Sign 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) |

| | | | |
|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME | |
| | NAME OF URBAN AREA<br>17-31 Coos Bay | ROUTE NO.<br>U | FEDE |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI *(Full description)* | MILES | ESTIMATED PR TOTAL ESTIMATED COST | FEDERAL F |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 45 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | "Virginia Ave. @ Harrison Ave. (N. Bend) Section" | 0.0 | 4,000 | 3,400 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>(Topics)<br>Y002<br>Y031 | | | 0.0 | 40,000 | 34,300 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>Cl | PROJECT TOTALS | 0.0 | 44,000<br>(16) (23) | 37,700<br>(24) |
| 1 | 14 | PROGRAM APPROVAL DATES<br>March 15, 1977 | | | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL - AID PROGRAM DATA

*(PPM 21-1)*

| | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| 65 | **ADT** | 17,000 | 28,900 (66) (70) | 97 (71) (72) | 10 | Oregon | 41 (2) (3) | W32 (4) (9) | 70445 (14) (18) |

| | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|
| (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 M- 23 | 7 2681 | (1) 13 | (24) (26) | 27 |

COUNTY NAME: Coos CODE: 011 (14) (16)

ROUTE NO.: U FEDERAL-AID: 2681 (32) STATE: City St. (36) (37) U.S.: --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

| | MILES (54) (58) | TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|---|
| | 0.0 | 4,000 | 3,400 | 600 | | |
| | 0.0 | 40,000 | 34,300 | 5,700 | | ROW-60' min.;<br>Access Control-none;<br>Parking restrictions-complete. |
| CT<br>S | 0.0 | 44,000 (16) (23) | 37,700 (24) (33) | 6,300 | | |

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

## VIRGINIA AVE. @ HARRISON AVE. (N. BEND) SECTION

## PROJECT NO. M-2681(1)

Existing Facility:

Virginia Ave. - - - - - 60-ft. curbed roadway.
Harrison Ave. - - - - - 34-ft. curbed roadway.
Traffic entering Virginia Ave. from Harrision presently controlled by stop sign.

Adjacent Section:

Same as Existing.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Install multi-phase traffic and pedestrian actuated traffic signal, signs and restrip roadways to provide for left turn refuge lane and other incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: North Bend Municipal Airport is within 1/4 mile northwest of the project; however, no conflict with the operation of the airport will result from the project.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of para. 10e.

FHPM 4-1-2 (IM 50-1-70) Requirements: Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - - Not required under Oregon Action Plan.
(b) Location/Design - - - Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

8700

Beelein

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 14, 1977

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: North Bend City Council Meeting
FAUS Signalization Project
Cape Arago Highway (Virginia St.)
at Harrison Street
M-2681( )

At the request of Mr. Al Roth, City Manager of North Bend, the writer attended a regular council meeting on 4/12/77 in an attempt to explain the need for minor parking prohibition in connection with the City's FAUS Signalization Project at the subject location.

The Council was advised of current design standards, tapers, storage lengths, reverse curve length, etc. It was stated that the continuous left-turn refuge design presented to the city staff earlier was the minimum design possible and that parking prohibition was therefore required on the south side of Virginia between Harrison and Hamilton Streets.

The above was predicated on the fact a three phase fully actuated signal was best for the motoring public now and in the future.

One Councilman owns a fruit stand in the area of the parking prohibition. He stated that he would be "Out of Business" if the Council took such action. The owner of the property backed the Councilman/operator of the business. He suggested the city not "try" for the funds.

The writer then advised the Council that the funds were allocated to the urban area and were in no danger of losing them. They were also advised that if the Council decided to install a two phase signal that was their prerogative, but that our best advise was for the three phase treatment. They were told that if they thought the Virginia and Mead Street location was more pressing, all they had to do was have all agencies involved agree on a priority change. Also that we were not trying to coerce them by stating that the State was picking up the 14% matching funds.

After some 40 minutes of presentation and questions, it appeared the Council would table the matter.

PROJECT MANAGEMENT
APR 18 '77
REFER TO:
FOR

| Info | Investigate | R/D | Action | File | Letter | me |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

GC/slc

cc L.W. Rulien ✓
L.E. George
Bill Brown
Eugene Ash

NOTED
MAINOR C. HOLMES

8700

Rulien
fau
Traffic Sig.
North Bend

1859
ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-8541~~ 672-6658

PRO 6
TRA 7

February 25, 1977

Mr. Alfred Roth
City Administrator
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Roth:

This is in further regard to my letter of February 1, 1977, concerning parking prohibition on the Cape Arago Highway (Virginia Ave.) in connection with your FAUS signalization project at Harrison Street.

As promised by telephone on Tuesday, February 22, 1977, the Region Staff considered the possibility of providing space for two or at least one vehicle on the south side of the highway near Hamilton Street.

It became apparent that a left-turn (east to south) refuge and signal phase to accomplish the movement will be necessary. 800 plus vehicles per day make this movement. During the a.m. peak hour, 116 vehicles made this movement. This is made in the face of some 9,600 plus vehicles eastbound.

The design standards were reviewed and it is our firm conviction that the previous map shows the minimum required parking prohibition.

As we feel that the project should include the left-turn phase, the alternative would be to widen on the south side of Virginia 10' to provide for the parking. The preliminary maps supplied by the city seem to show this might be possible. Such widening would be a city responsibility.

Please, again, consider the parking prohibition in light of the facts as they now exist.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

HAL-FRED

GC/slc
cc: L.W. Rulien ✓
L.E. George
Bill Brown
Eugene Ash

N NOTED
MAINOR C. HOLMES

PROJECT MANAGEMENT

FEB 25 '77

REFER TO:

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8700

8

DATE: February 3, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the February 15 meeting will be three requests for Urban System projects.

The City of Coos Bay is requesting a $50,000 project to signalize the intersection of Koosbay Boulevard and the Oregon Coast Highway.

A $60,000 project to widen and improve Atwater Street between Main Street and Clay Street is being requested by the City of Monmouth.

Signalization at the intersection of Virginia Avenue and Harrison Avenue, estimated at $40,000, is the request from the City of North Bend.

Federal Urban System funds for these three projects are estimated at $129,000 with the State providing approximately $16,800 and $4,200 being contributed by the City of Monmouth.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
John Sheldrake
Alfred Shirley, Jr.
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell
Max Klotz

# SUMMARY

## PROPOSED URBAN SYSTEM PROJECTS

| Jurisdiction | Section | Total Cost | Federal Funds | State's Cost |
|---|---|---|---|---|
| Coos Bay | Koosbay Blvd., FAU 2661 at Bayshore Dr. | $ 50,000 | $ 43,000 | $ 7,000 |
| Monmouth | Main St.-Clay St. Section Atwater St., FAU 6680 | 60,000 | 51,600 | 4,200 |
| North Bend | Virginia Ave. at Harrison Ave. FAU 2681 | 40,000 | 34,400 | 5,600 |
|  | TOTAL | $150,000 | $129,000 | $16,800 |

77-a
2/1/77

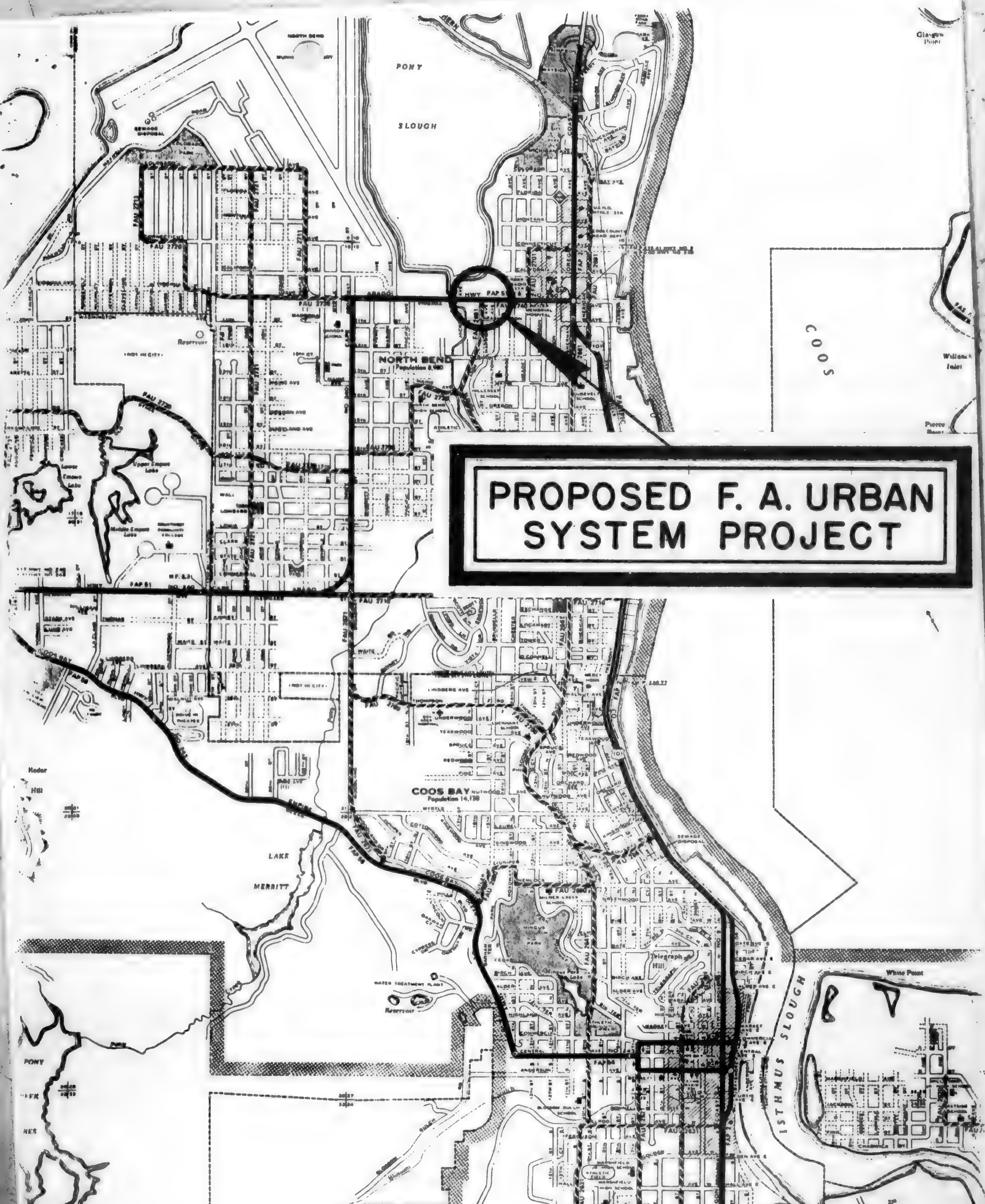
CITY OF NORTH BEND
Proposed Urban System Project

Virginia Avenue (FAP-51) at Harrison Avenue, FAU 2681
Signals, Signing and Striping
$40,000

This project consists of installing traffic and pedestrian-actuated traffic signals at the intersection of Virginia Avenue (Cape Arago Highway) and Harrison Avenue. The project will also provide for a left-turn refuge on Virginia Avenue by removing parking and restriping.

State will perform the preliminary and construction engineering.

77-a
2/1/77


PONY
SLOUGH
NORTH BEND
COOS
COOS BAY
LAKE
MERRITT
Telegraph Hill
ISTHMUS SLOUGH
HWY FAP 51
FAU 2720
White Point
PONY

PROPOSED F. A. URBAN SYSTEM PROJECT

8700

1-31-77 AM

Called Clark re:
N. BEND Project. 3 items
were discussed:
(1.) widening for left-turn
refuge, by striping? YES
He says no widening ~~but~~ will
check w/city.
(2) R/W acquired subsequent to
1/2/71? not answered NO
(3) Estimate is for signal only,
no P.E., is PE included in signal
cost.? $40,000

GLEN says to hold up going to
Commission, & he will try to get
answers today.
PM GLEN SAYS GO

FAUS

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 27, 1977

TO: L. W. Rulien
Program Management Engineer

Attn: Gary Zehner

SUBJECT: Traffic Signal Installations
US 101 at Koos Bay Boulevard
and the Cape Arago Highway at
Harrison Avenue
Coos Bay & North Bend

As requested, we have reviewed the proposed traffic signal installations at US 101 and Koos Bay Boulevard and for the Cape Arago Highway at Harrison Avenue.

The warrants for the installation of traffic signals as set forth in the Manual on Uniform Traffic Control Devices are met at both of these intersections. Therefore, we agree that the proposed traffic signal installations are worthwhile projects.

Very truly yours,

L E George

L. E. George
Traffic Engineer

DKH:rah

PROJECT MANAGEMENT
JAN 2? '77
REFER TO:

RECEIVED
JAN 28 1977
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Info
Investigate
R/D
Action
File
Letter

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form 81-734-3122

/ 8.700

Form E-[illegible]9 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Virginia St. @ Harrison Avenue (North Bend)

Date January 11, 1977

Highway FAU 2681 CAPE ARAGO # 240

Authorization No. 1

County Coos

Survey Prefix 106-1927 (Assigned by Salem office)

Description of termini, route, length, etc.:

The intersection of Virginia Street (Cape Arago Hwy.) and Harrison Avenue (FAU 2681).

~~Title II~~

Purpose of survey:

To prepare plans, specifications and estimates for signalization (FAUS)

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 2,000 |
| Plans | 905 | 200 |
| Traffic | 911 | 800 |
| Utiltiy | 914 | 300 |
| Specifications | 921 | 200 |

M-2681(1)

| | |
|---|---|
| Total estimated cost of survey | $ 3,500 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Field Engineer

Recommended for Approval:

Location Engineer

Recommended for Approval: J. X. Wilson

Regional Engineer

Approved: E S Hunter

Deputy ~~Assistant~~ State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION

P. E. APPR. 5-31-77

FED. AID FAUS STATE

NOTED

...NOR C. HOLMES

N

5700

Rulien faus

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO ¢

January 10, 1977

Mr. Andrew Hoefer, Jr.
Engineering Tech.
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Hoefer:

This will further acknowledge your letter of December 21, 1976, forwarding an application and assessment for an FAUS signalization project on the Cape Arago Highway at Harrison Ave.

The Program Management Section has confirmed the eligibility of the project (junction of FAU and FAP systems) and Mr. Osborn has advised that the Interruption Warrant is met.

This should clear two serious obstacles in the progress of this project.

When additional information is available, you will be contacted.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
L.E. George
Bill Brown
Eugene Ash

PROJECT MANAGEMENT
JAN 11 '77
REFER TO:
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Hopkins
Harwell
Holmes
Prange R
Unrein
①

NOTED

RECEIVED
N
JAN 12 1977
COUNTY
CITY
UNIT

KR

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

8700

2

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 6, 1977

Salem, OR 97310

**FROM:** Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

**TO:** L. W. Rulien
Program Management Engineer

**SUBJECT:** Statewide Assessment
Cape Arago Hwy. (Virginia St.)
at Harrison Ave. (FAU 2681)
FAUS Signalization Project
City of North Bend
Coos County

This project proposal provides for fully traffic actuated signalization at the intersection of Cape Arago Hwy. (Hwy. #240, Virginia St.) and Harrison Ave. (FAU 2681). Included in the proposal is restriping of Virginia to provide a left-turn refuge, westbound onto Harrison. The project is estimated to cost $40,000 on FAUS funding.

The existing roadway cross-sections at this "T-type" intersection are as follows: Virginia St., 4 lanes (60') on an 80' right-of-way; Harrison Ave., 2 lanes and turning refuge (34') on a 60' right-of-way (see attached map). No new right-of-way will be needed, though some overhead utilities may require adjustment. A 1975 estimate for ADT on Virginia in the vicinity of Harrison is 17,000 vehicles. No figure is available for Harrison.

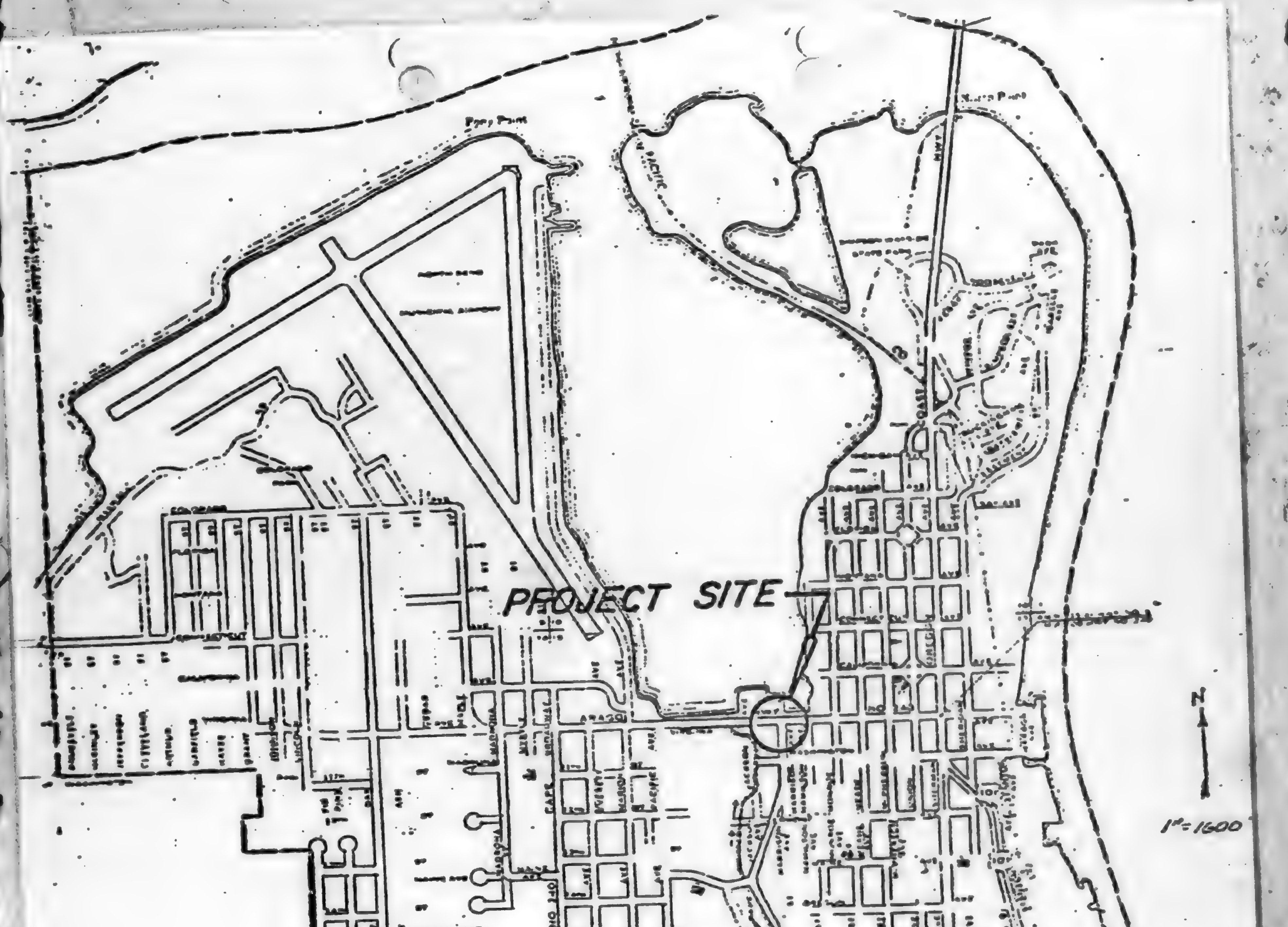
The signal is requested because this is said to be, "...the most dangerous unsignalized intersection in North Bend...a major congested intersection with high exposure to accident hazards as well as reduced capacity and impaired operational efficiency." The project ranks number 4 on the combined Coos Bay-North Bend-Eastside priority list.

Land use is mostly for newer commercial strip development along Virginia, with residential use not too distant (100'+-) on Harrison. Existing use is compatible with zoning and the general plan.

The subject project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Major.

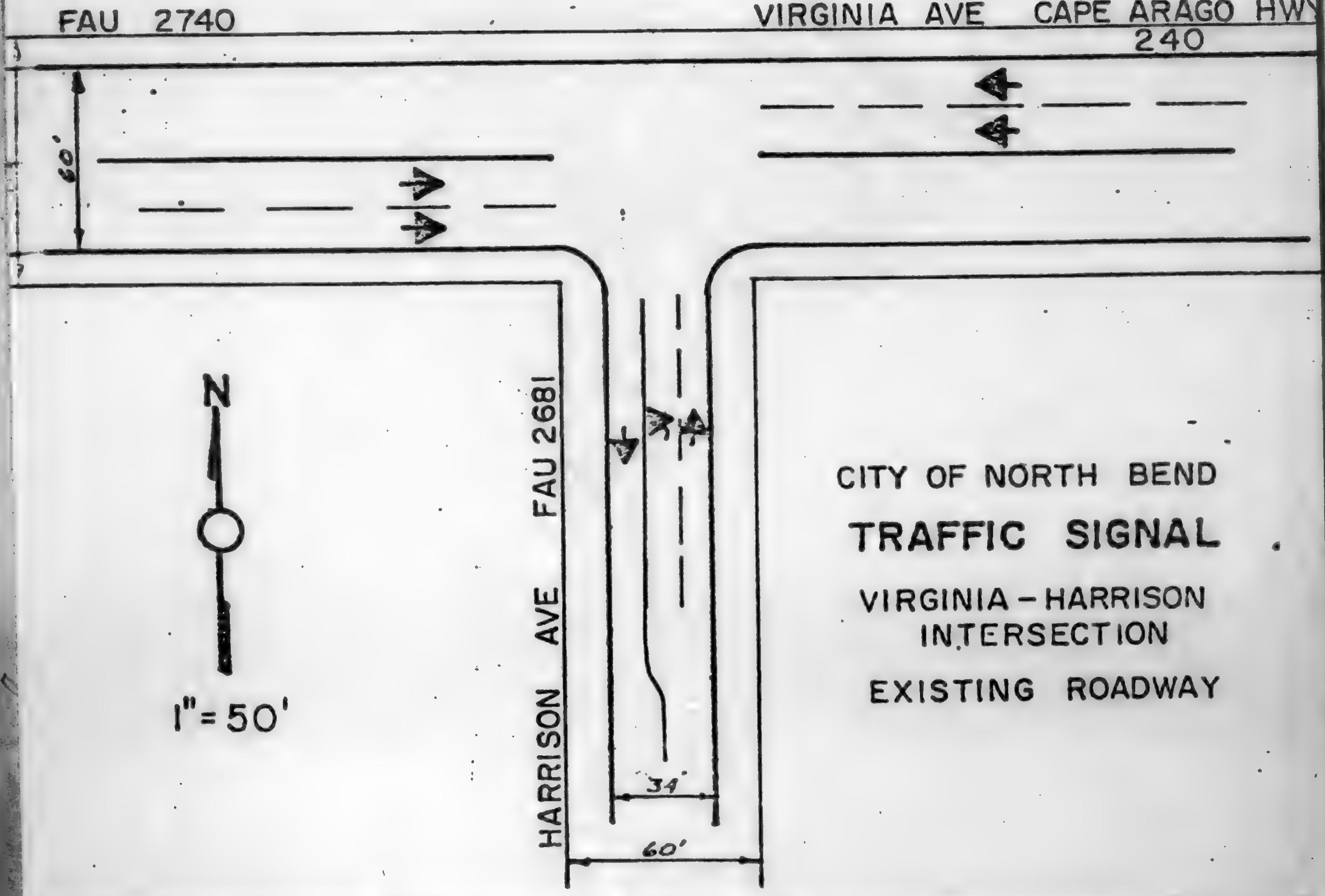
Attachment
GAP:GR:cjh
cc: E. S. Hunter✓
Alfred Shirley w/attach
Eb Engelmann w/attach

RECEIVED
STATE HWY ENGR
JAN 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File


PROJECT SITE
N
1" = 1600'

TRAFFIC SIGNAL
VIRGINIA-HARRISON INTERSETION

CITY OF NORTH BEND, OREGON.


FAU 2740
VIRGINIA AVE CAPE ARAGO HWY 240
60'
FAU 2681
HARRISON AVE
34'
60'
N
1" = 50'

CITY OF NORTH BEND

**TRAFFIC SIGNAL**

VIRGINIA – HARRISON
INTERSECTION

EXISTING ROADWAY

5700

Bulin

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3 672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-8541~~

December 23, 1976

Mr. Andrew Hoefer, Jr.
Engineering Tech.
City of North Bend
City Hall
North Bend, OR 97459

Dear Mr. Hoefer:

This will acknowledge your letter of December 21, 1976, forwarding an application and assessment for an FAUS signalization project on the Cape Arago Highway (Virginia Street) at Harrison Avenue (FAU 2681) in North Bend.

It is noted that this project is Number 4 on the Coos Bay - North Bend - Eastside priority list.

By a copy of this letter, the assessment is being given to Mr. Eb Engelmann, Region Environmentalist, for review and further processing. He may contact you directly if any further detail is needed.

By a copy of this letter, your application is being forwarded to the Program Management Section for review and preparation of the necessary construction-finance agreement, A-95, etc.

It should be noted that the Cape Arago Highway is now classified as a federal-aid primary facility. By a copy of this letter, I am asking the Program Management Section to confirm the appropriateness of FAUS funds at the intersection of an FAUS and FAP system.

Also by a copy of this letter, I am asking Mr. Osborn, Region Traffic Engineer, to obtain a manual turning movement

(continued)

SENT
12-27-76

GLEN:
OK to fund with FAUS funds if warrants are met.
GEZ.

PROJECT MANAGEMENT
DEC 27 '76
REFER TO: Greg
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | ✓ | | | |

count (if one is not on-hand) to first determine if standard volume warrants are met and secondly for assisting in the signal design work. A current collision diagram should also bo obtained.

Also, by a copy of this letter, Mr. Grassman, Region Design Engineer, is asked to prepare an Authority for Survey.

You will be kept advised of progress of this project as significant development occurs.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
L.E. George
Bill Brown
Kipp Osborn
Virgil Wilson
Eb Engelmann
John Grassman
Eugene Ash

City of North Bend
NORTH BEND, OREGON 97459

December 21, 1976

Mr. Glen Clark
Regional Federal Aid Engineer, Region 3
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Virginia Avenue - Harrison Avenue
Traffic Signal

Dear Glen:

Enclosed you will find our Federal Aid Project Request and Project Environmental Assessment for the Virginia Avenue - Harrison Avenue Traffic Signal.

In addition to the environmental concerns, we would like to advise you early to involve your traffic engineers to study the traffic problems and to be aware of the congestion in the immediate area extending from Monroe Avenue and the Pony Slough Bridge.

Please call if I can help.

Sincerely,

CITY OF NORTH BEND

Andrew Hoefer Jr.

Andrew Hoefer, Jr.,
Engineering Tech.

AH:lm
enclosure

ROSEBURG REG
[illegible]
1976

2700

# FEDERAL AID PROJECT REQUEST

Date November 29, 1976

Applicant Agency CITY OF NORTH BEND

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. ~~2740~~ 2681 Route Name ____

Project Name Virginia Avenue-Harrison Avenue "Traffic Signal"

Project Location (Attach sketch map)

Project Length 100' ±

Project Description Traffic control through full traffic actuated signalization at the intersection of Virginia Avenue (~~FAU 2740~~) and Harrison Avenue (FAU 2681)

Average Daily Traffic 17,000 ± 1975 ADT Design Speed 35 MPH = Posted Speed

Complete Applicable Sections:

NOTED
LE GEORGE

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 60 Travel Lanes 4 Shoulders No

Medians No Parking No.

Sidewalks Yes

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks Revise westbound lane marking on Virginia to provide a left turn refuge lane from Virginia to Harrison (See sketch)

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 60' Harrison Maximum 80' Virginia

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No ____

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks The project will occur in the existing right-of-way

RECEIVED
JAN 28 1977
COUNTY
CITY
UNIT

____ Hopkins ____
____ Harwell ____
____ Holmes ____
____ Prange ____
____ Unrein ____

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

There is no existing signalization at this intersection.

2. **Proposed Signalization:**

Location Virginia Avenue - Harrison Avenue

Type Fully traffic actuated and pedestrian actuated
Phases Multi phase
Type of Suspension Mast arm (preferred) Span wire (alternate)
Interconnected No
Remarks Provide left turn refuge lane on Virginia for traffic turning left on Harrison. Provide flashing red facing north to stop traffic coming from Trailer Sales & Pizza Parlor.

3. **Permanent Signing:**

Include in project or by applicant? Include in the project.

4. **Permanent Striping:**

Include in project or by applicant? Include in the project.

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Intersection lighted by one Mercury Vapor Luminaire located at the NW corner of the intersection. The unit is rated at 21,000 lumens.

2. **Proposed Illumination:**

Location
Type
Remarks There will be no change in existing illumination.

## V. STRUCTURE DATA

1. **Existing Structure:**

Location There are no structures involved in the project.
Type
Approach Roadway Width
Shoulder Width
Length
Width
To remain in place?

2. **Proposed Structure:**

Location There are no structures involved in the project.
Approximate Size: Length
Width

Are sidewalk/bikeways desired: These items do not fall within the scope of this project

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | City Administrator<br>Office |
| 2. Environmental | City Engineer<br>Office |
| 3. Public Hearing | City Engineer<br>Office |

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ |
| Right-of-way costs (if participating) | |
| Traffic control | 40,000 |
| Illumination | |
| Structures | |
| Railroad | |
| Other________ | |
| Preliminary engineering | |
| PROJECT TOTAL | $ 40,000 |

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF NORTH BEND and/or ________ COUNTY

By Alfred Roth
City Administrator

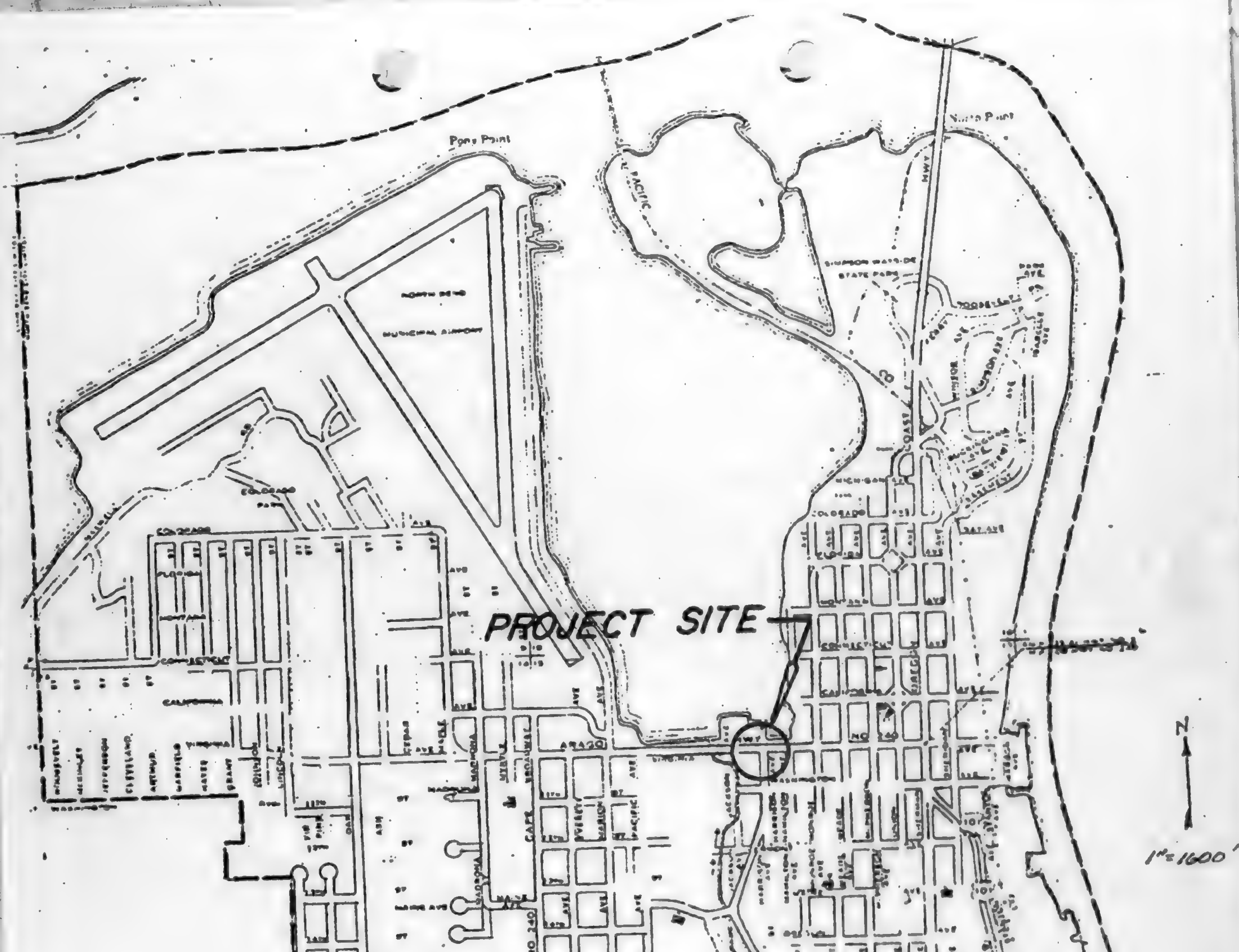
By________

By________

By________

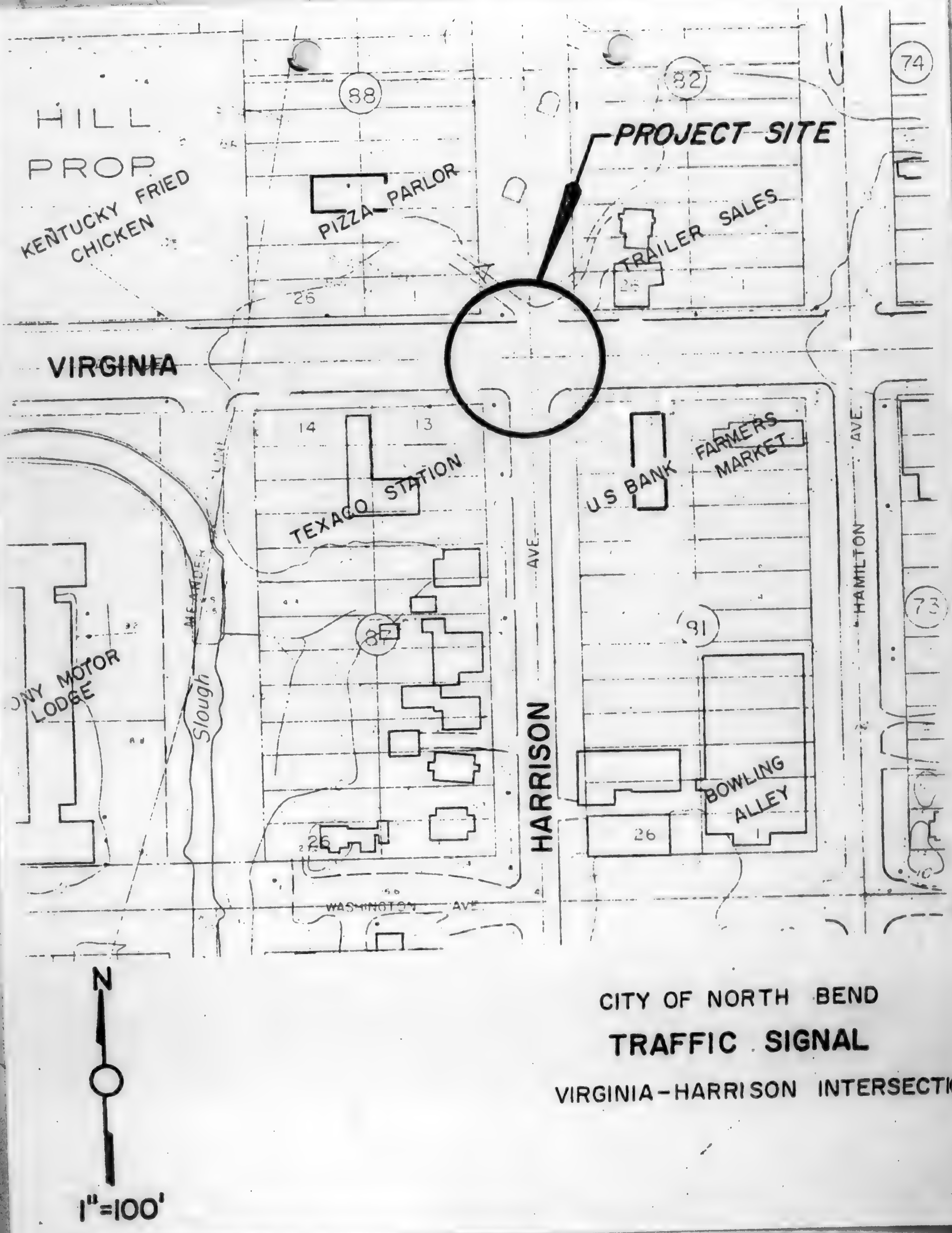
By________

(1976)


Pony Point
North Bend Municipal Airport
Simpson Waysde State Park
Arago
PROJECT SITE
N
1"=1600'

TRAFFIC SIGNAL
VIRGINIA-HARRISON INTERSETION

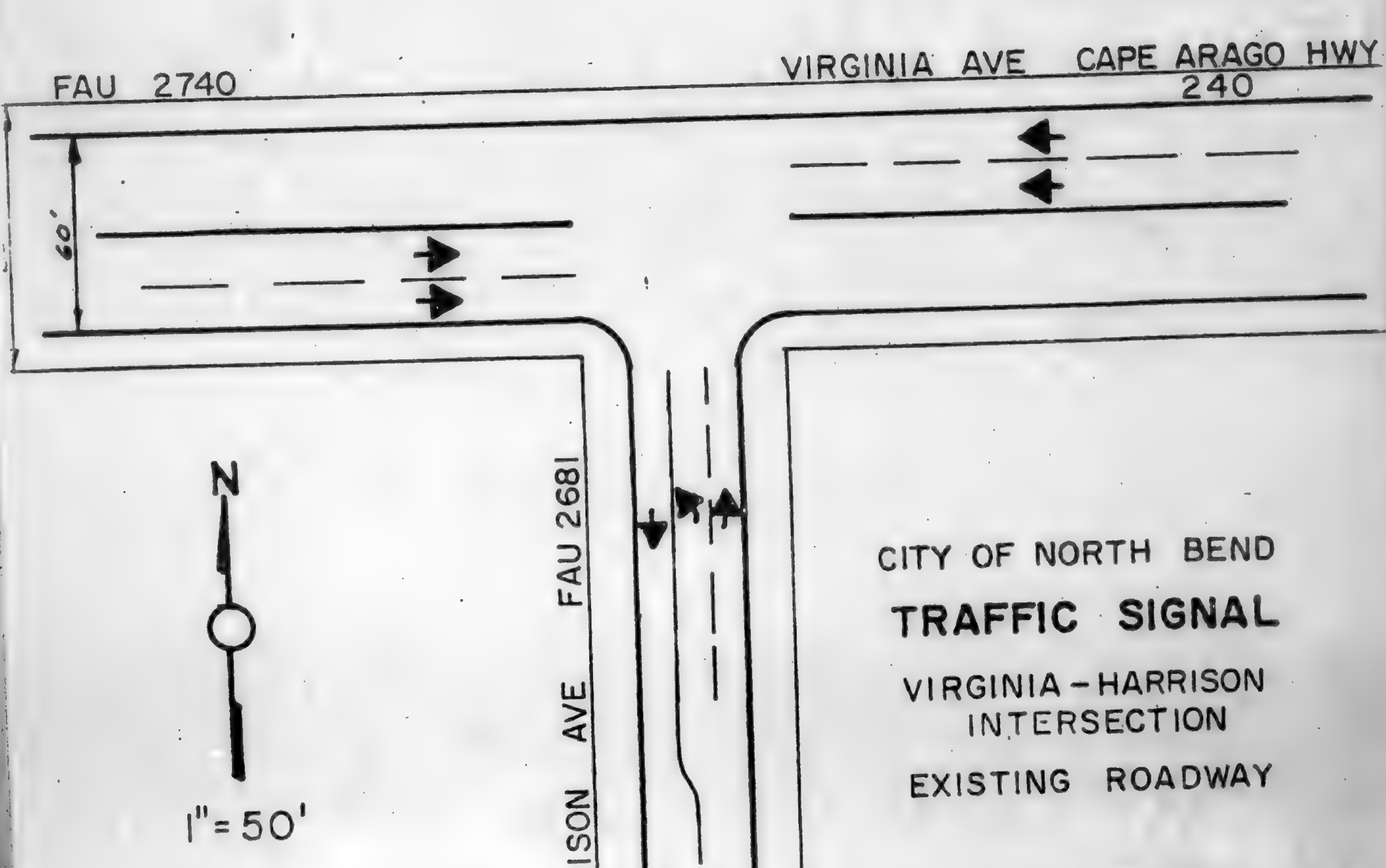
CITY OF NORTH BEND, OREGON


HILL PROP
KENTUCKY FRIED CHICKEN
PIZZA PARLOR
88
82
74
PROJECT SITE
TRAILER SALES
26
VIRGINIA
14
13
TEXACO STATION
U S BANK
FARMERS MARKET
HAMILTON AVE
87
81
73
NY MOTOR LODGE
MEANDER LINE
Slough
HARRISON AVE
BOWLING ALLEY
26
26
WASHINGTON AVE
N
1"=100'

CITY OF NORTH BEND

**TRAFFIC SIGNAL**

VIRGINIA-HARRISON INTERSECTIO


FAU 2740
VIRGINIA AVE CAPE ARAGO HWY
240
60'
N
1"=50'
HARRISON AVE FAU 2681
34'
60'

CITY OF NORTH BEND

**TRAFFIC SIGNAL**

VIRGINIA – HARRISON
INTERSECTION

EXISTING ROADWAY

8701 Oakland-Shady Hwy. @ Newton 1978
Cr. Rd.
(Traffic signal installation)

C&O 6223 9-28-77

#8701

STATE COPY

☆ GOVERNMENT PRINTING OFFICE: 1974 — 732-628

1-11-80

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

cc: State (H. S. Coulter)

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Douglas | DIVISION<br>Oregon |
| DATE OF REPORT<br>1-10-80 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>TQF-55(4) |
| COMPLETION DATE<br>10-23-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>1-29-79 | TIME ELAPSED<br>98 % | CONTRACT TIME<br>22 C.D. |
| APPROVED EXTENSIONS<br>--- | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OAKLAND/SHADY HWY. @ NEWTON CREEK ROAD
Traffic Signal Installation

This project involved installation of traffic control signals, utility adjustments, and railroad protective device.

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO Keasey
FOR
Info Inves R/O D/R Sign Act File

1-23
cj

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>T. P. LOWE<br>T. P. Lowe | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>1-15-80 | TITLE<br>Field Operations Engineer | DATE<br>1-15-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8701

January 31, 1979

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8701 awarded to Sims Electric, Inc. for traffic signal installation on the Oakland-Shady Highway at N.E. Newton Creek Road in Douglas County was completed on October 23, 1978, and accepted by the State Highway Engineer on January 29, 1979.

Final payment in the amount of $1,152.73 will be released to the contractor after February 6, 1979. The total contract amount is $23,045.00 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

#8761

STATE COPY

cc: State (H. S. Coulter)

12-18-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>1 | **COUNTY**<br>Douglas | **DIVISION**<br>Oregon |

**IN COMPANY WITH**
Jim Gix, OSHD

| | | |
|---|---|---|
| **DATE OF INSPECTION**<br>12-18-78 | **INSPECTION MADE BY**<br>T. P. Lowe, Area Engineer | **PROJECT NO.**<br>TQF-55(4) |

| | | | |
|---|---|---|---|
| **QUALITY OF WORK***<br>Satisfactory | **PROGRESS OF WORK**<br>Satisfactory | **TIME ELAPSED**<br>98 % | **WORK COMPLETED**<br>100 % |

### OAKLAND/SHADY HWY. @ NEWTON CR. RD.
### TRAFFIC SIGNAL INSTALLATION

Findings

The Contractor's material certifications were reviewed and found satisfactory. The controller passed OSHD environmental tests. Field inspection reports are satisfactory.

There were some minor problems with utility line clearances which have been resolved.

The project appears to have been constructed in accordance with the contract requirements. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
JAN 10 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

1-10-79
cy Keasey

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8701

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION<br>Oakland/Shady Highway at Newton Creek Road | WEEK ENDING<br>October 20, 1978 | SECTION PREFIX<br>110-1080 |
| HIGHWAY<br>Oakland/Shady | COUNTY<br>Douglas | |
| NAME OF JOB<br>Oakland/Shady at Newton Creek Road | KIND OF WORK<br>Traffic Signal Installation | |
| CONTRACTOR<br>Sims Electric, Inc. | CONTRACT NUMBER<br>8701 | FEDERAL AID PROJECT NUMBER<br>TQF-55(4) |
| DATE OF CONTRACT<br>March 28, 1978 | DATE WORK STARTED<br>September 18, 1978 | ESTIMATED COMPLETION DATE<br>November 1, 1978 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: SUPERVISION: | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 200 | WORK DAYS USED 191<br>CALENDAR DAYS USED 191 |
| PROJECT AUTHORIZATION: $ 28,302.11 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 96 |
| | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99 |
| EXCLUSIVE OF ENGINEERING: $ 25,830.31 | ENGINEERING AUTHORIZATION $ 2,471.80 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 26,007.00 | This Week 245.00<br>ENGINEERING COST TO DATE $ 1,935.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92 |
| ESTIMATED PERCENT: OVERRUN UNDERRUN 0 % | PERCENT OF AUTHORIZATION 78 % | DATE PROJECT WAS COMPLETED:<br>October 23, 1978 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

One Ladder Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 15 | | 1 | | |
| MONDAY 16 | FAIR | 1 | | |
| TUESDAY 17 | OVERCAST, FAIR | 1 | | |
| WEDNESDAY 18 | OVERCAST, FAIR | 1 | | |
| THURSDAY 19 | FAIR | 1 | | |
| FRIDAY 20 | OVERCAST | 1 | | |
| SATURDAY 21 | | 1 | | |

K

RECEIVED
OCT 23 1978
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 15 | No activity |
| MONDAY 16 | Contractor installing pedestrian signal heads to correct installation of wrong heads hung previously. Also install one pedestrian push button. |
| TUESDAY 17 | Contractor hung span wires and traffic signal heads. |
| WEDNESDAY 18 | Contractor leveled all signal poles. Also filled loop detectors saw cuts with epoxy.<br>Mounted all remaining hardware and prepared for traffic signal turn-on for Thursday at 1:00 PM. |
| THURSDAY 19 | Contractor grouted bases of all signal poles.<br>Signals were turned on at 1:15 PM today.<br>Signals all worked well. |
| FRIDAY 20 | No Activity |
| SATURDAY 21 | No activity |

## REMARKS

Turn-on of traffic signals (10-19-78) was attended by Milfred Jones of OSHD and Maston Wolfe, Jr. of Northwest Signal Supply Inc.

SIGNED Alva D. Vohland LOCATION Roseburg

Alva D. Vohland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

2761 260

SALEM, OREGON
June 6, 1978

A Olson
Adrian Olson

Proposed realignment of
West "G" Street (River
Loop Highway No. 260)
City of Grants Pass

Alfred Shirley, Jr.
Regional Engineer

Based on the preliminary comments of the Urban Studies Unit on the subject project (April 27, 78) a revised design was developed by the Preliminary design unit. Attached are three copies of this design, as requested.

The revised design has been reviewed and tentatively approved by the Urban Studies Unit. This design would allow traffic to circulate with minimum "out of direction" travel and considerable safety, providing the intersecting streets, at the railroad, are constructed as shown.

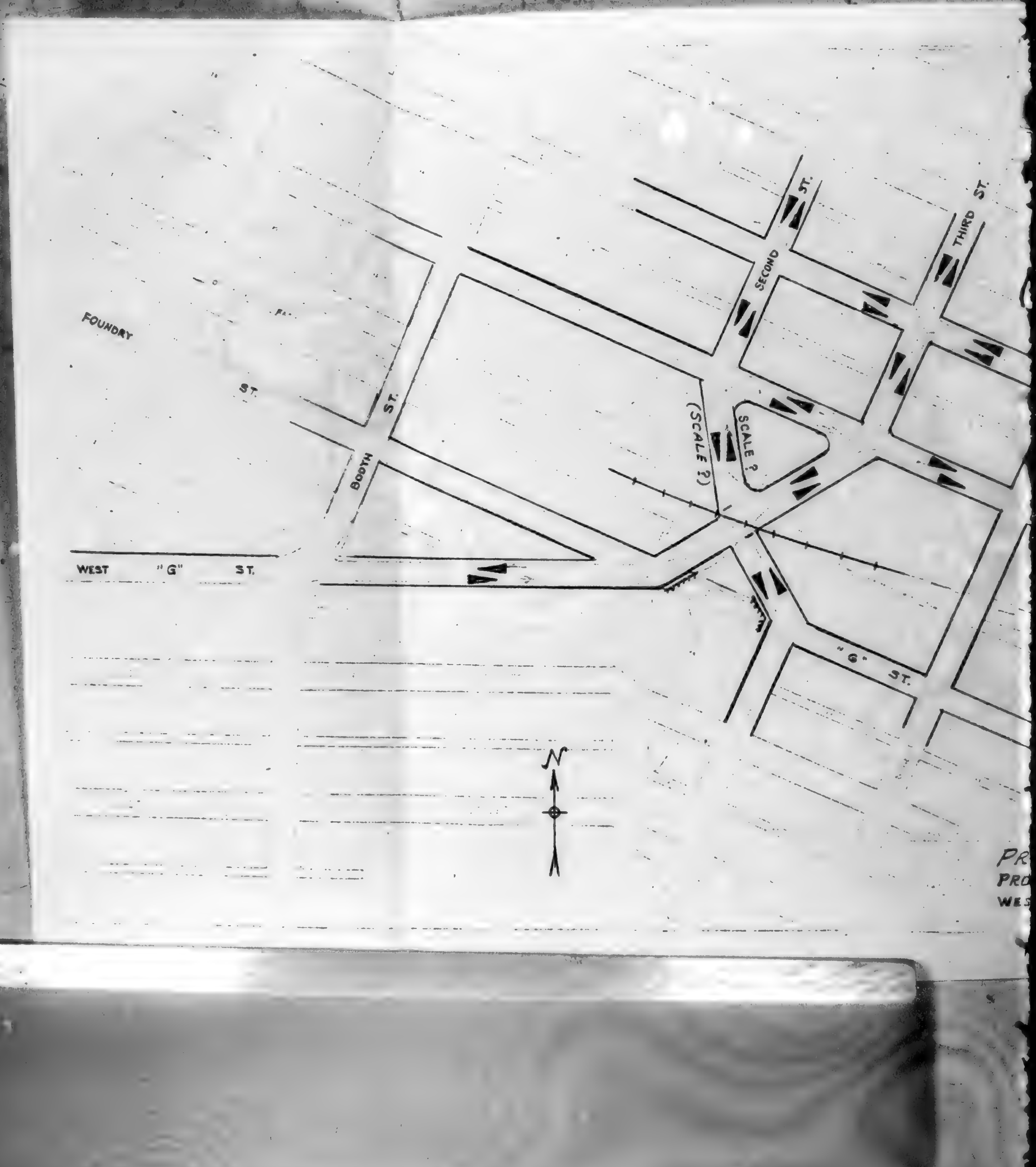
If you need additional information, please contact us.

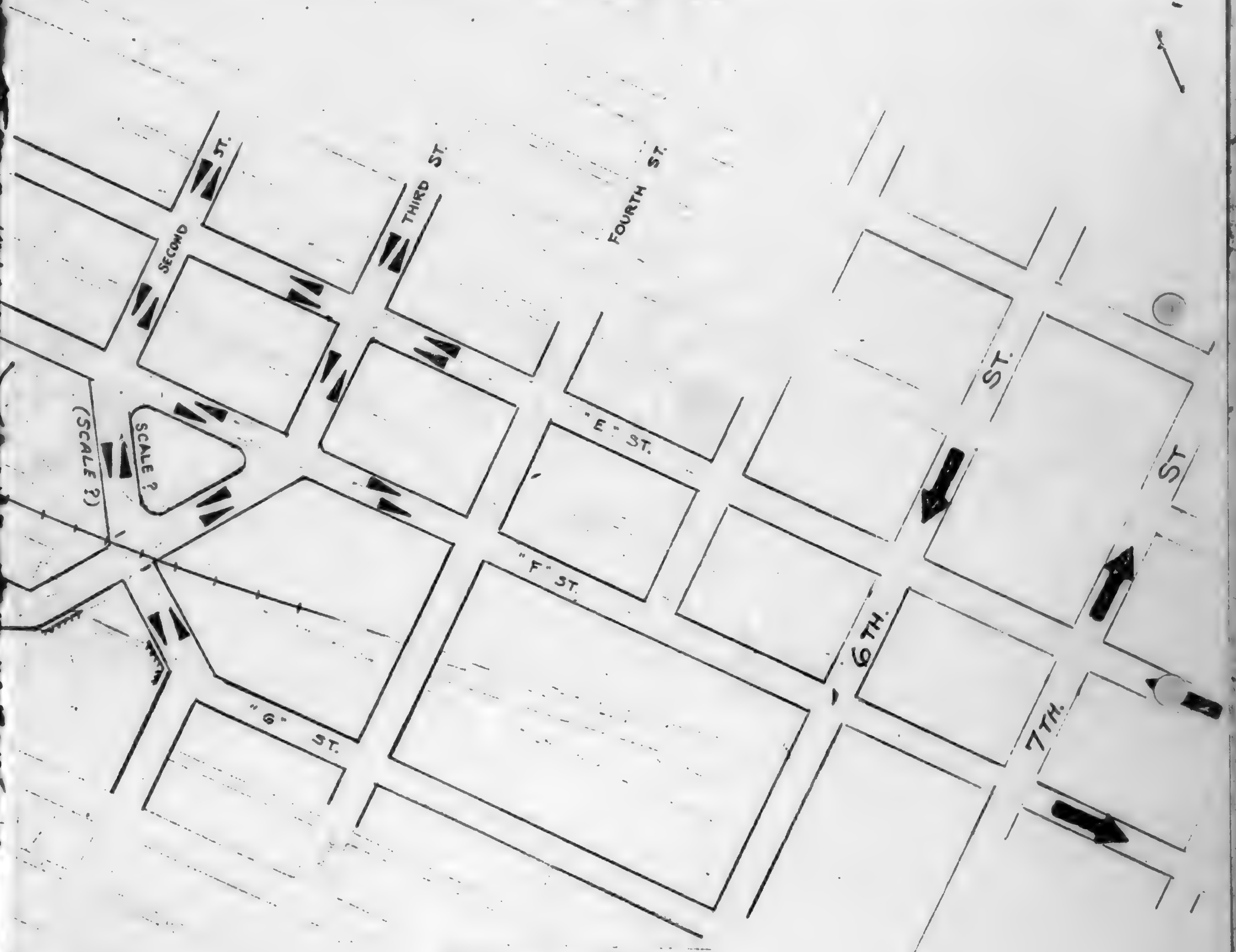
AO:MK:ck
cc: Bill Crawford
attachments (3)

1 Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
JUN 0 6 1978
ENGINEERING
SECTION

Trout
Do Not File
Return To
Bring Up / /
Action


FOUNDRY
ST.
BOOTH ST.
WEST "G" ST.
SECOND ST.
THIRD ST.
(SCALE ?)
SCALE ?
"G" ST.
N
PR
PRO
WES


SECOND ST.
THIRD ST.
FOURTH ST.
ST.
ST
"E" ST.
"F" ST.
"G" ST.
6TH.
7TH.
SCALE ?
(SCALE ?)

PRELIMINARY DESIGN
PROPOSED REALIGNMENT OF
WEST "G" ST. June 1978
MK

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

**INTER-OFFICE CORRESPONDENCE**

Roseburg, Oregon

May 26, 1978

FILE: PRO 6

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: "G" Street Realignment Project
City of Grants Pass

TO: J. H. Versteeg
Head of Engineering

Attention Adrian Olson

Herewith the formal request from the City of Grants Pass to review their proposed design for what they call "G" Street Realignment Project which they would propose to build this year and then route the Rogue River Loop Highway as shown on the attached map colored in red.

Bill Cranford and I attended a meeting with the city to discuss this last week and he furnished the material to your office as you and I discussed on the telephone.

The city is anxious to go on this project so any speed-up that you can do would be greatly appreciated.

as/cw
Encl.

1 Versteeg
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 0 1 1978
ENGINEERING SECTION

Trout
☐
Do Not File
Return To
Bring Up / /
Action

MAINTENANCE ENGINEER
RECEIVED
MAY 31 1978
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BME ☐ SME ☐ AA ☐ FILE ☐ TA

city of
grants
pass
101 n.w. "a" street
grants pass, oregon 97526
(503) 476-8801

ROSEBURG REGION
RECEIVED
MAY 25 1978

| | | | | |
|---|---|---|---|---|
| RE | CMB | RCE | ROE | TE |
| RUE | DES | RSR | RPR | RLE |
| ENV | FAE | RBI | SEC | |

May 24, 1978

Mr. Bud Shirley, Regional Engineer
Oregon Department of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Dear Bud:

As we discussed last week, the city has received PUC and railroad approval for our "G" Street realignment project. The project itself has several purposes:

1. Provide an east/west corridor through town (from the Azalea Drive area to the shopping center and east interchange.
2. Provide an alternate route so that the State Highway designation of "G" Street between 4th and 6th can be removed. The city is contemplating revitalization projects including the possible conversion of "G" Street from 4th to 6th to a pedestrian mall which would highlight the significance of this important historical area.
3. To a lesser degree, reduce congestion at the 6th and "G" streets intersection.

You asked that I write you for an evaluation of our project and its traffic impact. Obviously, we do not want to do anything that would jeopardize the acceptance of this proposed facility as the state highway route. However, we do have the financing completely arranged, we do have the railroad approvals, and we have coordinated with the PUC. All that remains is the securing of ODOT approvals.

Since all other systems are "GO", time is of the essence. We are anxious to complete this project this summer. I trust that you will do all that you can to expedite your approval.

Thank you for your help in this matter.

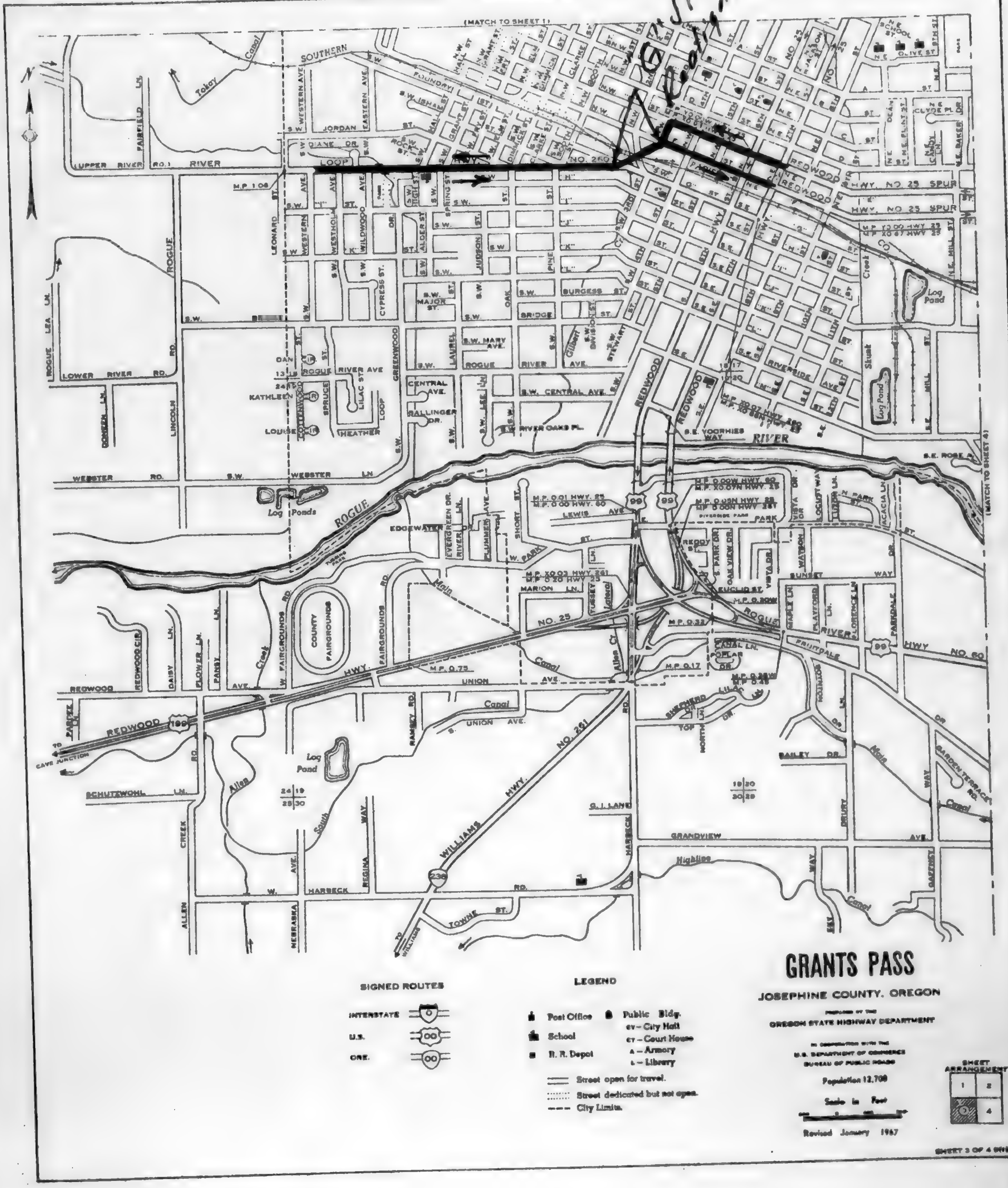
Sincerely,

Ron Bergman

Ron S. Bergman
City Manager

RSB/sa
CF #112-78
cc: Cecil Johnson
Debbs Potts

# PROPOSED ROGUE RIVER LOOP


G St. Realignment
(MATCH TO SHEET 1)
(MATCH TO SHEET 4)
SOUTHERN
FOUNDRY
JORDAN ST.
LOOP
UPPER RIVER RD.
RIVER
NO. 260
M.P. 1.06
REDWOOD HWY. NO. 25 SPUR
HWY. NO. 25 SPUR
ROGUE
RIVER
ROGUE RIVER AVE.
LOWER RIVER RD.
WEBSTER RD.
S.W. WEBSTER LN.
Log Ponds
Log Pond
COUNTY FAIRGROUNDS
FAIRGROUNDS RD.
NO. 25
HWY. NO. 60
REDWOOD AVE.
REDWOOD
UNION AVE.
S. UNION AVE.
Canal
WILLIAMS HWY. NO. 261
HARBECK RD.
GRANDVIEW AVE.
Highline
TOWNE ST.
TO CAVE JUNCTION
TO WILLIAMS
Main
South
Allen
Creek
99
199
238
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
Scale in Feet
SHEET ARRANGEMENT
1
2
3
4

## GRANTS PASS

JOSEPHINE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

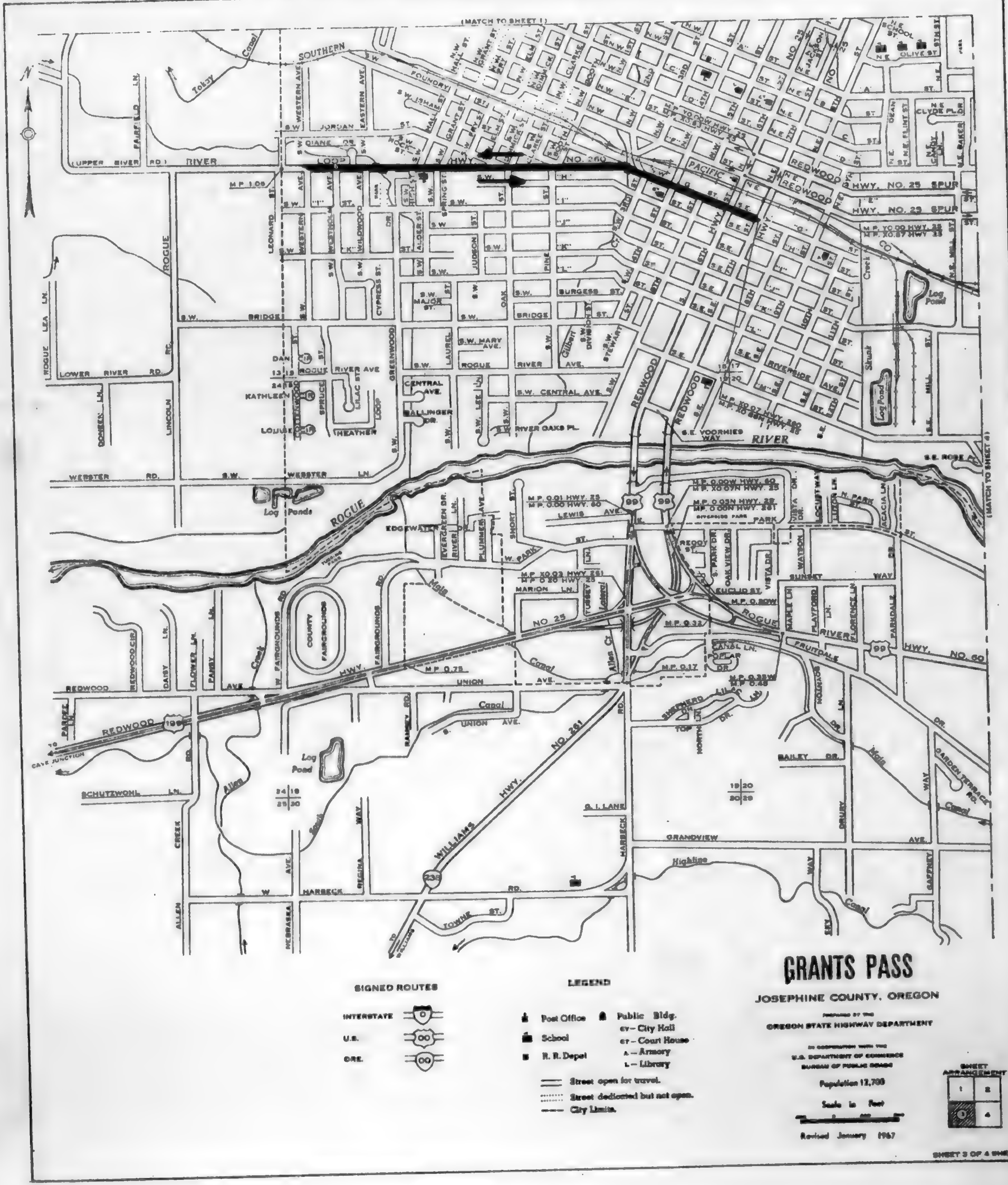
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 12,700

Revised January 1967

SHEET 3 OF 4 SHEETS

EXISTING ROGUE RI[illegible] LOOP


(MATCH TO SHEET 1)
(MATCH TO SHEET 4)
UPPER RIVER RD.
RIVER LOOP HWY. NO. 260
REDWOOD HWY. NO. 25 SPUR
HWY. NO. 25 SPUR
ROGUE RIVER
LOWER RIVER RD.
WEBSTER RD.
S.W. BRIDGE
ROGUE RIVER AVE.
CENTRAL AVE.
S.E. VOORHIES WAY
Log Ponds
COUNTY FAIRGROUNDS
REDWOOD HWY.
NO. 25
UNION AVE.
ROGUE RIVER HWY. NO. 60
WILLIAMS HWY. NO. 261
FRUITDALE
GRANDVIEW AVE.
HARBECK RD.
TOWNE ST.
SCHUTZWOHL LN.
TO CAVE JUNCTION
TO WILLIAMS
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
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CY – City Hall
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Street open for travel.
Street dedicated but not open.
City Limits.
SHEET ARRANGEMENT
1
2
3
4
Scale in Feet

GRANTS PASS

JOSEPHINE COUNTY, OREGON

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OREGON STATE HIGHWAY DEPARTMENT

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BUREAU OF PUBLIC ROADS

Population 12,700

Revised January 1967

SHEET 3 OF 4 SHEETS

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

May 26, 1978

Sims Electric, Inc.
721 S. E. Oak Ave.
Roseburg OR 97470

Re: Oakland-Shady Hwy. @ Newton Cr. Rd.
Contract No. 8701
Douglas County

Effective June 1, 1978, the above project will be turned over to C. H. Duval, Resident Engineer, 2174 N.E. Stephens, Roseburg, 673-0264. Please address all your correspondence to Mr. Duval after that date and notify all your subcontractors and suppliers of this change.

Mr. Shull and Mr. Duval will work with you to effect a smooth transition in the change of responsibilities on this project.

J.E. Christoph
for JAMES J. GIX
Regional Construction Engineer

jjg/cw

cc J. H. Versteeg
C. T. Keasey
Walt Hart
Frank Terpin
L. E. George
Vern Shull
C. H. Duval
John Jenkins
George Grubb, Douglas Co.

8701

STATE COPY 8

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO. 4-99

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FEDERAL-AID PROJECT AGREEMENT

4-13-78

te Oregon
County Douglas
Project No. TQF-55(4)

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99 @ Jct. NE Newton Cr. Rd.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-1-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 85.8%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 27,615 | $ 23,694 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By

State Highway Division
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

APR 13 1978

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 31, 1978

Federal Aid Project
No. TQF-55(4)

OAKLAND - SHADY HIGHWAY AT N.E. NEWTON CREEK ROAD
OAKLAND - SHADY HIGHWAY
DOUGLAS COUNTY

Project Agreement Estimate.

Type Code Y031
Traffic Signals

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 420.00 |
| Temporary Signs | 126 Sq. Ft. | $ 5.00 | 630.00 |
| Flagmen | 40 Hour | 14.00 | 560.00 |
| Traffic Signal Installation, Complete | All Required | | 21,758.00 |
| | | | $23,368.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | $ 750.00 |
| | Subtotal | | $24,118.00 |
| | Engineering | | 2,897.00 |
| | Engineering (Signal Controller Testing) | | 600.00 |
| | Total | | $27,615.00 |

Length of Project - - - - - - - - - - 0.00 Mile

| | |
|---|---|
| Federal Funds (85.8%) | $23,694.00 |
| State Funds | 3,921.00 |
| Total | $27,615.00 |

Group 1 100%

Contract No. 8701

Prefix: 110-1080

8701 8

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
Vernon Shull
L. E. George

April 7, 1978

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8701 for traffic signal installation on the Oakland-Shady Highway at N.E. Newton Creek Road in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

**OFFICES IN ROSEBURG and MEDFORD**
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS
ELECTRIC INC

**PLEASE REPLY TO:**
SIMS ELECTRIC, INC.
721 S. E. OAK AVE.
ROSEBURG, OREGON 97470

RAY O. SIMS, PRESIDENT
WM. H. SIMS, VICE PRESIDENT
W. D. MATTSON, VICE PRESIDENT
C. W. WAKEFIELD, SECRETARY
GLENN B. CLUTE, ASSIST. SEC.

April 4, 1978

Department of Transportation
121 Transportation Building
Salem, OR 97310

Attention: Mr. C.W. Head

Reference: Contract #8701

Dear Sir:

Enclosed please find two (2) fully executed copies of this contract being returned to you as per your letter of March 30, 1978.

Very truly yours,

SIMS ELECTRIC, INC.

William H. Sims

WHS;km

Enclosures - 2

**NOTED**
**C. W. HEAD**

RECEIVED
APR 5 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8701

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Vernon Shull
L. E. George
SAIF
Fran

March 30, 1978

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

Gentlemen:

The Oregon Transportation Commission on March 28 accepted your proposal for traffic signal installation on the Oakland-Shady Highway at N.E. Newton Creek Road in Douglas County for the sum of $23,368 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8701.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 11, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Seattle
Daily Journal of Commerce, Seattle & Portland

8701 3-1-78 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVA AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-55(4)

E PROJECT NO.
See Below

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80143

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 3-1-78 | 3-1-78 | Primary 55 |
| | | **STATE ROUTE NUMBER** |
| | | Secondary 234 |

GENERAL LOCATION:
"Oakland/Shady Highway at NE. Newton Cr. Rd"

GENERAL DESCRIPTION OF WORK:
Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping (SF) $750

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCFED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABO

REMARKS

As requested in Mr. Swan's 1-26-78 letter, I approve this project for inclusion in the Federal-aid Program and concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-24-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $28,562, Federal funds $24,506.

3-8

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-1-78 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

234

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78

Donald L Rust

3-23-78 Bid Letting ______________ All Clear Deadline

SECTION Oakland/Shady Hwy. @ NE Newton Cr. Rd.
Highway Oakland-Shady
County Douglas Region 3
Type of Work Signal (2 PH) Funds Trans
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Statewide - No problems |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

234

Salem, Oregon
January 12, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

50115 - Johnson
Oakland-Shady Hwy. at N.E. Newton
Creek Rd. Section
Oakland-Shady Hwy.
Douglas County

Attached is a description, an authorization and prints of R/W Map 6B-28-4 covering an easement for a traffic signal facility for the subject project, which is scheduled for March 23, 1978.

BY: f

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

10-1468-909

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
December 23, 1977

ORIGINAL SIGNED BY J. J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Preliminary Traffic Signal Plan
Newton Cr. Rd. and N. Stephens St.
Oakland-Shady Highway
Douglas County

TO: L.E. George
Traffic Engineer Supervisor
SALEM

Attached is the one and only copy of the subject plans for your use in the development of the contract plans. Please note the required pole easement on the westerly side of the highway.

By a copy of this letter I am forwarding a copy of the warranty deed covering this property to Floyd Scott.

Could you please furnish this office with a copy of this plan for our files as you have done in the past.

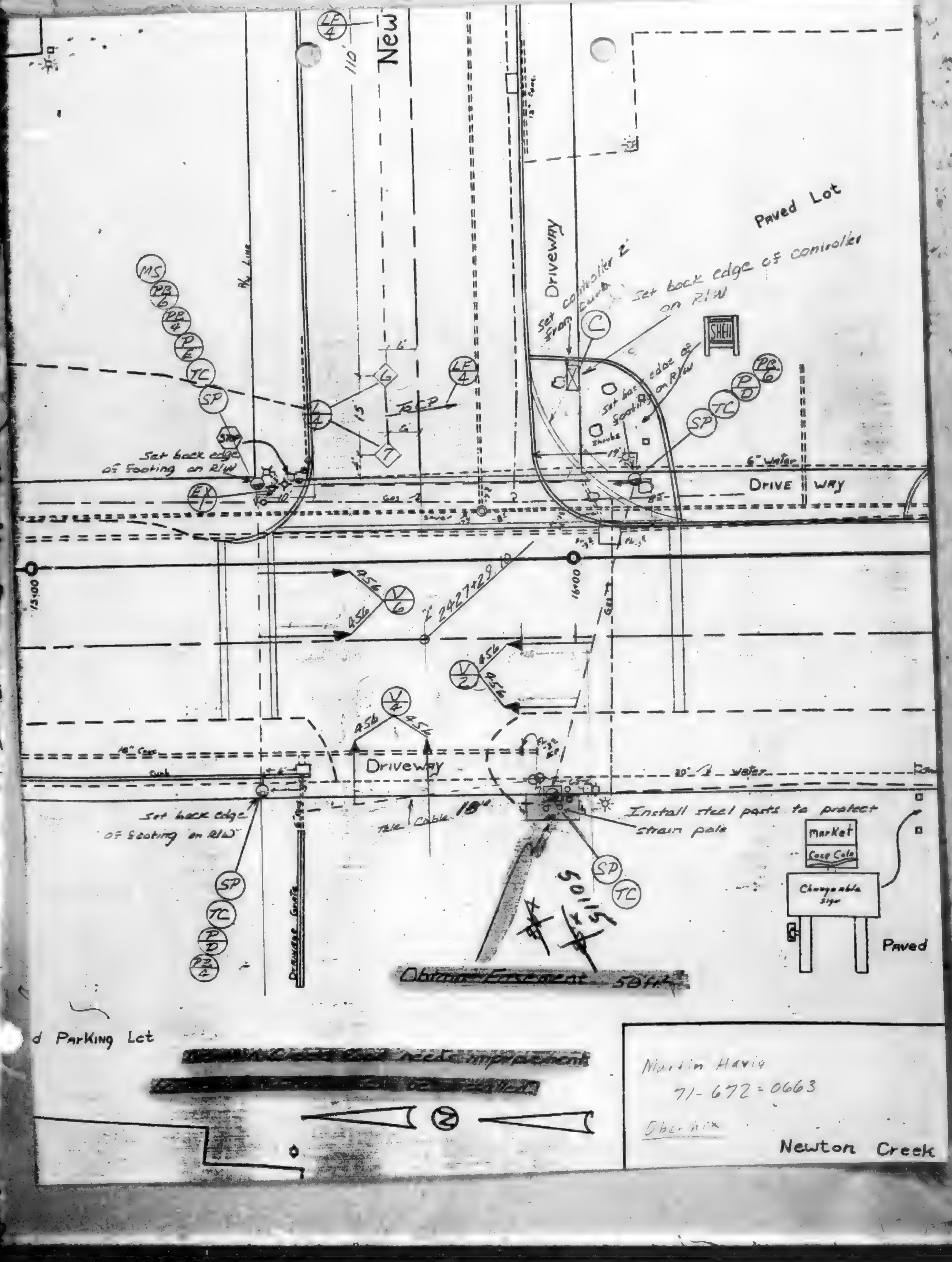
JJG/KDO/cao
Encl.
cc: Frank Terpin
Floyd Scott-Warranty deed attached.

RECEIVED
DEC 27 1977
ENGINEERING SECTION

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
_/_Scott___
___Savage___

___Trout___
☐
Do Not File
Return To___
Bring Up___/___/___
Action___

File 50115
to R/W
1-12-78


New
LF 4
110'
R/W Line
Driveway
Set controller 2' from curb
Set back edge of controller on R/W
C
Paved Lot
SHELL
PB 6
PD
TC
SP
Set back edge of footing on R/W
Shrubs
19'
6" water
Drive way
MS
PB 6
PB 4
PE
TC
SP
STOP
Set back edge of footing on R/W
EX 1
G
7
6'
15'
6'
To CP
LF 4
Gas
Sewer
13+00
16+00
4.56
V 6
4.56
2427+29.10
V 2
4.56
4.56
V 4
4.56
4.56
16" Conc
Curb
Driveway
Tele. Cable
18"
20" water
Install steel posts to protect strain pole
Set back edge of footing on R/W
SP
TC
PD
PB 4
Drainage Canal
SP
TC
5015
Market
Coca Cola
Changeable sign
Paved
d Parking Lot
N
Martin Havig
71-672-0663
Oberhix
Newton Creek

[redacted]

[redacted]

8701

8

September 28, 1977

Board of County Commissioners
Douglas County
Courthouse
Roseburg, OR 97470

Attention: Doris L. Wadsworth
County Clerk

MISC. CONTRACTS AND
AGREEMENTS No. 6223

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Oakland-Shady Highway at Newton Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

2701

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 8, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Statewide Assessment
Oakland-Shady Hwy. @ Newton Cr. Rd.
Douglas County

TO: D. H. Moehring
Program Management Engineer

The subject signal project has been proposed at M.P. 14.90 on OR99 north of Roseburg. Here a signal would meet warrant 3 (Interruption of Continuous Traffic). This warrant gives the project a weighted value of 10 on the Traffic Signal Priority List Statewide.

A 2-phase traffic actuated signal is proposed, which would cost $30,000 with Transition Quarter Funds.

ADT on this section is 11,300. The intersection is a "T"-type junction. The Oakland-Shady Highway in the project vicinity has 2 lanes, paved shoulders, some curbing and a storm sewer intake. Newton Creek Road has 2 travel lanes with striped parking lanes and curbs on both sides.

Land use in the immediate proximity is roadside commercial with a market, filling station, auto-motorcycle dealer and logger's supply house surrounding the intersection. Overhead and underground utilities are close and may require some adjustment. Sterling Drive is "unusually" near to the subject intersection, being about 165' to the southeast.

The subject project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment on Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Major.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:ss

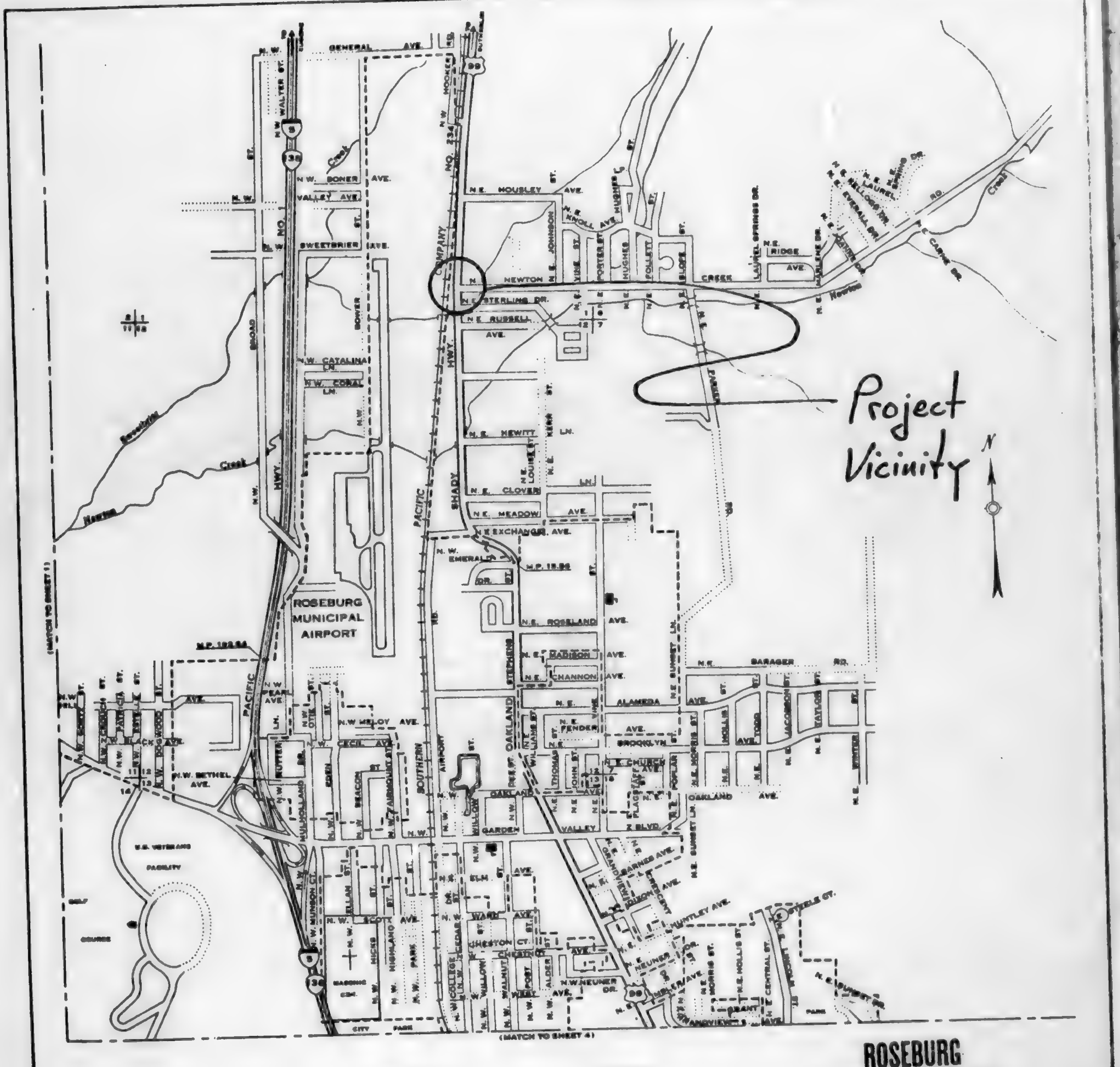
Encl.

cc: E. S. Hunter
Alfred Shirley, Jr. w/attach
Eb Engelmann w/attach
Don Trout w/attach

Versteeg
1 Olson
Copy Christensen
2 Scott
copy
Savage
3 Trout

RECEIVED
SEP 08 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up __/__/__
Other


Project Vicinity
N
N.W. GENERAL AVE.
N.W. WALTER ST.
N.W. BONER AVE.
N.W. VALLEY AVE.
N.W. SWEETBRIER AVE.
BOWER
N.W. CATALINA CR.
N.W. CORAL LN.
BROAD
NO. 1
HWY.
Newton Creek
PACIFIC HWY.
ROSEBURG MUNICIPAL AIRPORT
M.P. 123.56
COMPANY NO. 234
SHADY
PACIFIC
SOUTHERN
HWY.
N.W. HOOKER
N.E. HOUSLEY AVE.
N.E. JOHNSON
N.E. KNOLL AVE.
VINE ST.
PORTER ST.
HUGHES
FOLLETT
SLOPE
NEWTON CREEK
N.E. RIDGE AVE.
LAUREL SPRINGS DR.
LAUREL SPRING DR.
BELLOWS
EVERALL
N.E. CAPRI DR.
Newton Creek
RD.
N.E. STERLING DR.
N.E. RUSSELL AVE.
N.E. HEWITT LN.
N.E. LOUISE ST.
KERR ST.
N.E. CLOVER LN.
N.E. MEADOW AVE.
N.E. EXCHANGE AVE.
N.W. EMERALD DR.
M.P. 13.96
N.E. ROSELAND AVE.
N.E. MADISON AVE.
N.E. CHANNON AVE.
N.E. ALAMEDA AVE.
N.E. FENDER AVE.
BROOKLYN AVE.
N.E. CHURCH AVE.
N.E. BARAGER RD.
N.E. SUNSET LN.
N.E. STEPHENS
OAKLAND
N.E. WILLIAMS ST.
N.E. THOMAS ST.
JOHN ST.
FLAGSTAFF
POPLAR
N.E. HOLLIS ST.
N.E. JACKSON ST.
N.E. TAYLOR ST.
N.E. WINTER ST.
OAKLAND AVE.
N.W. PEARL
N.W. MELROSE AVE.
N.W. OTIS ST.
N.W. CECIL AVE.
N.W. BETHEL AVE.
RUTTER ST.
EDEN
BEACON ST.
FAIRMOUNT
MULHOLLAND
N.W. AIRPORT
N.W. WILLOW
N.W. GARDEN VALLEY BLVD.
N.W. OAKLAND
N.E. BARNES AVE.
N.E. MADISON AVE.
N.E. HUNTLEY AVE.
N.E. NEUNER DR.
N.W. NEUNER DR.
N.E. STEELE ST.
N.E. NORRIS ST.
N.E. HOLLIS ST.
N.E. CENTRAL ST.
N.E. SUNSET DR.
N.E. GRANT
N.E. VIEW AVE.
N.E. WINCHESTER
MILLER AVE.
V.A. VETERANS FACILITY
GOLF COURSE
N.W. MUNSON ST.
N.W. SCOTT AVE.
N.W. KELLAM ST.
N.W. HICKS
N.W. HIGHLAND
N.W. PARK
N.W. ELM AVE.
N.W. WARD AVE.
N.W. CHESTER CT.
N.W. CHESTNUT
N.W. COLLEGE
N.W. CEDAR
N.W. WALNUT
N.W. PORT
N.W. ALDER
N.W. WEST AVE.
MASONIC CEM.
CITY PARK
PARK
(MATCH TO SHEET 1)
(MATCH TO SHEET 4)
5
30
99
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
CY — City Hall
CT — Court House
A — Armory
L — Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.
SHEET ARRANGEMENT
1
2
3
4
5
Scale in Feet

# ROSEBURG

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 15,000

Revised August 1966

SHEET 2 OF 5 SHEETS

Salem, Oregon
June 1, 1976

Gary A. Potter, Manager
Environmental Section

L. W. Rulien
Project Management Engineer

Project Assessments
Preliminary 6-Year
Program
Signal Projects

The following signal projects have been assessed and evaluated for their potential impact on the quality of the human environment:

| Section | Highway Name | County |
|---|---|---|
| Pacific Hwy. E. at 7th Ave. | Pacific East | Clackamas |
| St. Helens Rd. at Bridge | L. Columbia R. | Multnomah |
| The Dalles-California Hwy. at E. 1st Street | The Dalles-CA | Deschutes |
| Mt. Hood Hwy. at 182nd Ave. | Mt. Hood | Multnomah |
| Sunset Hwy. at Murray Blvd. (N. Ramp) | Sunset | Washington |
| Clackamas Hwy. at Clackamas/ Boring Road | Clackamas | Clackamas |
| Oregon Coast Hwy. at Coos Rv. Hwy. | Oregon Coast | Coos |
| Woodburn-Estacada Hwy. at Molalla Ave. | Woodburn-Estacada | Clackamas |
| John Day Hwy. @ Canyon Blvd. | John Day | Grant |
| Oregon Coast Hwy. @ 11th St. (Bandon) | Oregon Coast | Coos |
| Redwood Hwy. @ Oregon Caves Hwy. | Redwood | Josephine |
| Mt. Hood Hwy. @ SE 162nd Ave. | Mt. Hood | Multnomah |
| Beaverton-Tigard Hwy. @ Greenburg Road | Beaverton-Tigard | Washington |
| Kings Valley Hwy. @ Main St. (Dallas) | Kings Valley | Polk |
| Oregon Coast Hwy. @ N. Bank Rd. (Brookings) | Oregon Coast | Curry |
| Oregon Coast Hwy. @ Center St. (Brookings) | Oregon Coast | Curry |

| | | |
|---|---|---|
| Umatilla-Stanfield Hwy. @ Elm Ave. (Hermiston) | Umatilla-Stanfield | Umatilla |
| Hwy. 140 at Ore. Way & Country Club Rd. (Woodburn) | Hillsboro-Silberton | Marion |
| Oakland-Shady Hwy. @ Newton Cr. Rd. | Oakland-Shady | Douglas |
| Pac. Hwy. W. @ Jackston St. (Corvallis) | Pac. Hwy. W. | Benton |
| Pac. Hwy. W. @ SW Royalty Pkwy. | Pac. Hwy. W. | Washington |
| Albany-Jct. City Hwy. @ 24th Ave. (Albany) | Albany-Jct. City Hwy. | Linn |
| Cape Arago Hwy. @ Harrison Ave. (N. Bend) | Cape Arago | Coos |

It has been determined that no new right of way will be required, and that this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The statewide assessment classifies these projects as non-major.

GAP:GR:sz

cc: E. S. Hunter
Region Engineers
Region Environmentalists

bc: George Ramjoue' ✓
Linda Hewitt
Bill Kappus-FHWA

8701 8

FORM E-30

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE 7-1-77 ~~June 30, 1977~~

TO Alfred Shirley, Jr.
Region Engineer

FROM H. S. Coulter
H. S. Coulter
State Highway Engineer

SUBJECT Traffic Signal Request
Newton Creek Road-Oakland Shady Highway Intersection
Douglas County

I have your June 23 letter regarding Douglas County's offer to pay one-half the cost of a traffic signal at Newton Creek Road and the Oakland Shady Highway if we would accelerate the installation.

I am reluctant to turn down an offer of local participation in a project, but I feel we would be in a very indefensible position if we expended any of our funds on a prioritized signal project before those ranked higher are taken care of. This intersection ranks very low on our Signal Priority List. One of the functions of the priority list is to assure that the most deserving intersections receive treatment first.

I would suggest you review the warrants to see if the location might rank higher than currently placed, or that you approach the County with the suggestion that they may wish to fund the total cost.

cc E. S. Hunter
J. H. Versteeg
R. L. Schroeder
D. H. Moehring
L. E. George ✓

7/1/77
H. S. C.
We will re-investigate the warrants & then contact the county
Bud Shirley

RECEIVED
1977
NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
June 23, 1977

FILE:

NOTED
H. S. COULTER

FROM: Alfred Shirley
ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: H. S. Coulter
State Highway Engineer

NOTED
R.D. TRYGSTAD

Representative Bill Markham called this office earlier this week and requested that I contact a local citizen who had discussed with him the need for a traffic signal at the intersection of Newton Creek Road and the Oakland-Shady Highway.

The citizen had indicated to Markham that the Douglas County Board of Commissioners was willing to pay one-half the cost of a signal at this location if it would accelerate the installation.

On the Special Supplemental Preservation program to be financed with Transition Quarter Funds, this signal installation is scheduled for fiscal year 1980. I have discussed this with John Truett, Chairman of the Douglas County Board of Commissioners, who assured me that the county would indeed share in one-half the cost if the installation could be accelerated.

It is the recommendation of this office that you very seriously consider moving this signal installation up and do it as soon as possible in order to take advantage of the available funds from Douglas County. I recognize that this places the signal ahead of others that probably have a higher priority on the signal installation list but it seems desirable to me to take advantage of the offer from Douglas County.

6-24-77
REFER TO
L E George
BY STATE HWY. ENGR.
R/D

as/cw

cc L. E. George
D. H. Moehring

RECEIVED
JUN 24 1977
TRAFFIC ENGINEERING

# Special Supplemental Preservation Program
financed with
Transition Quarter Funds

## FY 1978 (and sooner)

|  | County | Route No. | Region | Highway Name | Section | Category | Work | Program Construction Estimate |
|---|---|---|---|---|---|---|---|---|
|  | **Pavement Preservation** |  |  |  |  |  |  |  |
| 6 | Linn | US20 | 2 | Santiam | M.P. 0.0-M.P. 187 |  | Overlay | 150 |
| 4 | Klamath | US97 | 4 | The Dalles-California | M.P. 247-M.P. 257 |  | Plant Mix Seal | 300 |
| 8 | Umatilla | OR11 | 5 | Oregon-Washington | Athena-Dry Creek |  | Overlay | 500 |
|  | **Operational Preservation** |  |  |  |  |  |  |  |
| 39 | Polk | OR18 | 2 | Salmon River | M.P. 20.5-M.P. 21.8 |  | Passing Lanes | 800 |
| 9 | Lincoln | US101 | 2 | Oregon Coast | M.P. 13.8-M.P. 139.2 |  | Passing Lanes | 600 |
| 37 | Washington | OR6 | 1 | Wilson River | M.P. 33 (Westbound) |  | Slow Vehicle Turnout | 60 |
| 37 | Washington | OR6 | 1 | Wilson River | M.P. 36.5 (Westbound) |  | Slow Vehicle Turnout | 90 |
| 27 | Benton | OR34 | 2 | Alsea | M.P. 42.4 (Eastbound) |  | Slow Vehicle Turnout | 110 |
| 58 | Linn | OR99E | 2 | Albany-Jct. City | M.P. 4.02 |  | Left-turn Refuge | 50 |
| 3 | Multnomah | OR43 | 1 | Oswego | M.P. 2.32 S.W. Virginia Ave. |  | 3 Phase Actuated Signal | 40 |
| 1W | Lane | OR99 | 3 | Pacific Highway West | M.P. 121.86 Frontage Road (Eugene) |  | 3 Phase Actuated Signal | 40 |
| 54 | Umatilla | US395 | 5 | Umatilla-Stanfield | M.P. 5.52 Hurlbert Ave (Hermiston) |  | Pretimed Signal | 28 |
| 1E | Multnomah | OR99E | 1 | Pacific Highway East | M.P. X3.33 Deacon St. |  | Pretimed Signal | 25 |
| 1E | Clackamas | OR99E | 1 | Pacific Highway East | M.P. 6.87 Park Ave (Co.) |  | 5 Phase Actuated Signal | 45 |
| 142 | Washington | OR208 | 1 | Farmington | M.P. 7.62 SW 170th Ave (Co.) |  | 2 Phase Actuated Signal | 33 |
| 1W | Washington | OR99W | 1 | Pacific Highway West | M.P. 10.36 SW McDonald St. |  | 3 Phase Actuated Signal | 40 |
| 63 | Jackson | OR99 | 3 | Rogue Valley | M.P. 20.17 Mountain Ave ? (Ashland) |  | 2 Phase Actuated Signal | 33 |
| 29 | Washington | OR8 | 1 | Tualatin Valley | M.P. 5.84 to M.P. 5.88 SW 170th Ave (Co) |  | 3 Phase Actuated Signal | 45 |
| 1W | Lane | OR99 | 3 | Pacific Highway West | M.P. 117.09 Clear Lake Rd. - Irving Road |  | 5 Phase Actuated Signal | 45 |
| 1E | Marion | OR99E | 2 | Pacific Highway East | M.P. 53.64 13th St South [illegible] |  | Pretimed Signal | 25 |
| 1E | Marion | OR99E | 2 | Pacific. Highway East | M.P. 53.77 Sunnyside Rd - [illegible] |  | Pretimed Signal | 25 |
| 1W | Yamhill | OR99W | 2 | Pacific Highway West | M.P. 22.99 [illegible] (N. Bound) |  | 2 Phase Actuated Signal | 30 |
| 1E | Multnomah | OR1E | 1 | Pacific Highway East | M.P. 6.30 71st Ave (Milwaukie) |  | 2 Phase Actuated Signal | 30 |
| 50 | Klamath | OR32 | 4 | K. Falls-Malin | M.P. X3.92 Washington Way (Co.) |  | 5 Phase Actuated Signal | 62 |
| 161 | Clackamas | OR211 | 1 | Woodburn-Estacada | M.P. 12.76 Molalla Ave ([illegible]) |  | Pretimed Signal | 30 |

### Special Supplemental Preservation Program
### financed with
### Transition Quarter Funds

FY 1978 (and sooner)

|  | County | Route No. | Region | Highway Name | Section | Category |
|---|---|---|---|---|---|---|
|  | **Pavement Preservation** |  |  |  |  |  |
| 6 | Linn | US20 | 2 | Santiam | M.P. 0.0-M.P. 187 |  |
| 4 | Klamath | US97 | 4 | The Dalles-California | M.P. 247-M.P. 257 |  |
| 8 | Umatilla | OR11 | 5 | Oregon-Washington | Athena-Dry Creek |  |
|  | **Operational Preservation** |  |  |  |  |  |
| 39 | Polk | OR18 | 2 | Salmon River | M.P. 20.5-M.P. 21.8 |  |
| 9 | Lincoln | US101 | 2 | Oregon Coast | M.P. 13.8-M.P. 139.2 |  |
| 37 | Washington | CRG | 1 | Wilson River | M.P. 33 (Westbound) |  |
| 37 | Washington | OR6 | 1 | Wilson River | M.P. 36.5 (Westbound) |  |
| 27 | Benton | OR34 | 2 | Alsea | M.P. 42.4 (Eastbound) |  |
| 58 | Linn | OR99E | 2 | Albany-Jct. City | M.P. 4.02 |  |
| 3 | Multnomah | OR43 | 1 | Oswego | M.P. 2.32 S.W. Virginia Ave. |  |
| 1W | Lane | OR99 | 3 | Pacific Highway West | M.P. 121.86 Frontage Road (Eugene |  |
| 54 | Umatilla | US395 | 5 | Umatilla-Stanfield | M.P. 5.52 Hurlbert Ave (Hermis |  |
| IE | Multnomah | OR99E | 1 | Pacific Highway East | M.P. X3.33 Deacon St. |  |
| IE | Clackamas | OR99E | 1 | Pacific Highway East | M.P. 6.87 Park Ave (Co.) |  |
| 142 | Washington | OR208 | 1 | Farmington | M.P. 7.62 SW 190th Ave (Co.) |  |
| 1W | Washington | OR99W | 1 | Pacific Highway West | M.P. 10.36 SW McDonald St. |  |
| 63 | Jackson | OR99 | 3 | Rogue Valley | M.P. 20.17 Mountain Ave & [illegible] |  |
| 29 | Washington | OR8 | 1 | Tualatin Valley | M.P. 5.84 to M.P. 5.88 SW 170th Av |  |
| 1W | Lane | OR99 | 3 | Pacific Highway West | M.P. 117.09 Clear Lake Rd. - Irving R |  |
| IE | Marion | OR99E | 2 | Pacific Highway East | M.P. 53.64 12th St. South Bound |  |
| 1E | Marion | OR99E | 2 | Pacific.Highway East | M.P. 53.77 Sunnyside Rd - Eastbound |  |
| 1W | Yamhill | OR99W | 2 | Pacific Highway West | M.P. 22.99 [illegible] Ave (McMinnvil |  |
| 1E | Multnomah | OR1E | 1 | Pacific Highway East | M.P. 6.30 71st Ave & Milwaukie |  |
| 50 | Klamath | OR32 | 4 | K. Falls-Malin | M.P. X3.92 Washington Way & C |  |
| 161 | Clackamas | OR211 | 1 | Woodburn-Estacada | M.P. 12.76 Molalla Ave [illegible] |  |

## Special Supplemental Preservation Program financed with Transition Quarter Funds

| Region | Highway Name | Section | Category | Work | Program Constructio Estimate |
|---|---|---|---|---|---|
| | | FY 1978 (and sooner) | | | |
| 2 | Santiam | M.P. 0.0-M.P. 187 | | Overlay | 150 |
| 4 | The Dalles-California | M.P. 247-M.P. 257 | | Plant Mix Seal | 300 |
| 5 | Oregon-Washington | Athena-Dry Creek | | Overlay | 500 |
| 2 | Salmon River | M.P. 20.5-M.P. 21.8 | | Passing Lanes | 800 |
| 2 | Oregon Coast | M.P. 13.8-M.P. 139.2 | | Passing Lanes | 600 |
| 1 | Wilson River | M.P. 33 (Westbound) | | Slow Vehicle Turnout | 60 |
| 1 | Wilson River | M.P. 36.5 (Westbound)<br>M.P. 42.4 (Eastbound) | | Slow Vehicle Turnout | 90 |
| 2 | Alsea | M.P. 4.02 | | Slow Vehicle Turnout | 110 |
| 2 | Albany-Jct. City | M.P. 2.32 S.W. Virginia Ave. | | Left-turn Refuge | 50 |
| 1 | Oswego | M.P. 121.86 Frontage Road (Eugene) | | 3 Phase Actuated Signal | 40 |
| 3 | Pacific Highway West | M.P. 5.52 Hurlbert Ave (Hermiston) | | 3 Phase Actuated Signal | 40 |
| 5 | Umatilla-Stanfield | M.P. X3.33 Deacon St. | | Pretimed Signal | 28 |
| 1 | Pacific Highway East | M.P. 6.87 Park Ave (Co.) | | Pretimed Signal | 25 |
| 1 | Pacific Highway East | M.P. 7.62 SW 170th Ave (Co.) | | 5 Phase Actuated Signal | 45 |
| 1 | Farmington | M.P. 10.36 SW McDonald St. | | 2 Phase Actuated Signal | 33 |
| 1 | Pacific Highway West | M.P. 20.17 Mountain Ave & (Ashland) | | 3 Phase Actuated Signal | 40 |
| 3 | Rogue Valley | M.P. 5.84 to M.P. 5.88 SW 170th Ave (Co) | | 2 Phase Actuated Signal | 33 |
| 1 | Tualatin Valley | M.P. 117.89 Clear Lake Rd. - Spring Road | | 3 Phase Actuated Signal | 45 |
| 3 | Pacific Highway West | M.P. 53.64 13th St. South [illegible] | | 5 Phase Actuated Signal | 45 |
| 2 | Pacific Highway East | M.P. 53.77 Sunnyside Rd - [illegible] | | Pretimed Signal | 25 |
| 2 | Pacific Highway East | M.P. 22.99 [illegible] (N. Bound) | | Pretimed Signal | 25 |
| 2 | Pacific Highway West | M.P. 6.30 71st Ave & Milwaukie | | 2 Phase Actuated Signal | 30 |
| 1 | Pacific Highway East | M.P. X3.92 Washington Way (C. Co.) | | 2 Phase Actuated Signal | 30 |
| 4 | K. Falls-Malin | M.P. 12.76 Molalla Ave ([illegible]) | | 5 Phase Actuated Signal | 62 |
| 1 | Woodburn-Estacada | | | Pretimed Signal | 30 |

## Special Supplemental Preservation Program
## financed with
## Transition Quarter Funds

| Hwy. No. | County | Route No. | Region | Highway Name | Section | Category |
|---|---|---|---|---|---|---|
| | | | | | **FY 1979** | |
| **Operational Preservation** | | | | | | |
| 123 | Multnomah | US30 | 1 | N.E. Portland | M.P. 12.43 O-ving NE 122nd Blv. (Co.) | Pro |
| 1W | Lane | OR99 | 3 | Pacific Highway West | M.P. 119.44 Borger Ave. (Eugene) | 3 P |
| 2W | Multnomah | US30 | 1 | Lower Columbia River | M.P. 7.36 Jct. Hwy. 123 No. Bound | 2 |
| 29 | Washington | OR8 | 1 | Tualatin Valley | M.P. 14.01 W. Main St. (Hillsboro) | Pro |
| 1 | Multnomah | -- | 1 | Pacific [illegible] MP IC 308.58<br>[illegible] MP IC 305.16 | M.P. IC 308.15 Jackson School Interchange ? | 2 P |
| 2 9 | Coos | US101 | 3 | Oregon Coast | M.P. 239.48 Jct. Coos R. Hwy - No. 241 | 3 P |
| 141 | Washington | -- | 1 | Beaverton-Tualatin | M.P. 9.38 SW Nyberg St. (Co.) | 3 P |
| 5 | Grant | US26 | 5 | John Day | M.P. 162.29 John Day - Burns Hwy No. 48 | 2 P |
| 25 | Josephine | US199 | 3 | Redwood | M.P. 28.95 Jct. Oregon Cave Hwy No 38 | 3 P |
| 191 | Polk | OR223 | 2 | Kings Valley | M.P. 3.40 Washington St. (Dallas) | 2 P |
| 144 | Washington | OR217 | 1 | Beaverton-Tigard | M.P. 4.90 Interchange (Greenburg Rd ?) | 3 P |
| 9 | Coos | US101 | 3 | Oregon Coast | M.P. 274.40 10th St. (Bandon) | 2 P |
| 9 | Coos | US101 | 3 | Oregon Coast | M.P. 274.46 11th St. (Bandon) | 2 P |
| 1W | Lane | OR99 | 3 | Pacific Highway West | M.P. 123.15 Monroe St. | Pro |
| 15 | Lane | OR126 | 3 | McKenzie | M.P. 6.32 Eugene-Springfield Jct. (52nd St) | 3 P |
| 1E | Marion | OR99E | 2 | Pacific Highway East | M.P. 53.32 Browning Ave. | Pre |
| | | | | | **FY 1980** | |
| 123 | Multnomah | US30 | 1 | N.E. Portland | M.P. 14.51 NE 162nd Ave (Co.) | 3 P |
| 1E | Multnomah | OR99E | 1 | Pacific Highway East | M.P. X0.74N SE Hawthorne Blvd. (Port) | Pre |
| 1W | Washington | OR99W | 1 | Pacific Highway West | M.P. 9.64 SW. Walnut St. (Tigard) | Pre |
| 26 | Multnomah | US26. | 1 | Mt. Hood | M.P. 9.27 SE 162nd Ave (Co.) | 3 P |
| 40 | Wasington | OR10 | 1 | Beaverton-Hillsboro | M.P. 2.07 SW 91st Ave (Co.) | 3 P |
| 9 | Curry | US101 | 3 | Oregon Coast | M.P. 357.76 N. Bank Chetco River Road | 3 P |
| 1W | Yamhill | OR99W | 2 | Pacific Highway West | M.P. 36.36 McDonald Lane (McMinnville) | 5 P |
| 54 | Umatilla | US395 | 5 | Umatilla-Stanfield | M.P. 5.09 Jennie Ave ([illegible]) | 2 P |
| 54 | Umatilla | US395 | 5 | Umatilla-Stanfield | M.P. 4.84 Elm Ave (Hermiston) | 2 P |
| 25 | Josephine | US199 | 3 | Redwood | M.P. 0.79 [illegible] | 2 P |
| 33 | Benton | US20 | 2 | Corvallis-Newport | M.P. 53.49 SW 53rd St. (Co.) | 5 P |
| 140 | Marion | OR214 | 2 | Hillsboro-Silverton | M.P. 37.10-37.13 | 5 P |
| 234 | Douglas | OR99 | 3 | Oakland-Shady | M.P. 14.90 NE Newton [illegible] | 2 P |
| 9 | Curry | US101 | 3 | Oregon Coast | M.P. 357.21 Center St. (Brookings) | 2 P |
| 240 | Coos | -- | 3 | Cape Arajo | M.P. 0.32 Harrison Ave (North Bend) | 3 P |
| 1W | Washington | OR99W | 1 | Pacific Highway West | M.P. 10.96 SW [illegible] Rd (Frontage Road) (King City) | 3 P |

## Special Supplemental Preservation Program
## financed with
## Transition Quarter Funds

| Highway Name | Section | Category | Work | Program Construct Estimate |
|---|---|---|---|---|
| | **FY 1979** | | | |
| N.E. Portland | M.P. 12.43 *Orving NE 182nd Blv. (Co.)* | | Pretimed Signal | 30 |
| Pacific Highway West | M.P. 119.44 *Barger Ave. (Eugene)* | | 3 Phase Actuated Signal | 40 |
| Lower Columbia River | M.P. 7.36 *Jct. Hwy. 123 No. Bound* | | 2 Phase Actuated Signal | 30 |
| Tualatin Valley | M.P. 14.01 *W. Main St. (Hillsboro)* | | Pretimed Signal | 30 |
| Pacific *Jct. N.C. MP IC 308.15 Con. N3 MP IC 308.16* | M.P. IC 308.15 *Jackson School Interchg ?* | | 2 Phase Actuated Signal | 30 |
| Oregon Coast | M.P. 239.48 *Jct. Coos R. Hwy - No 241* | | 3 Phase Actuated Signal | 40 |
| Beaverton-Tualatin | M.P. 9.30 *SW Nyberg St. (Co.)* | | 3 Phase Actuated Signal | 44 |
| John Day | M.P. 162.29 *John Day - Burns Hwy No. 48* | | 2 Phase Actuated Signal | 30 |
| Redwood | M.P. 28.95 *Jct. Oregon Cave Hwy No 38* | | 3 Phase Actuated Signal | 40 |
| Kings Valley | M.P. 3.40 *Washington St. (Dallas)* | | 2 Phase Actuated Signal | 30 |
| Beaverton-Tigard | M.P. 4.90 *Interchge (Greenburg Rd ?)* | | 3 Phase Actuated Signal | 80 |
| Oregon Coast | M.P. 274.40 *10th St. (Bandon)* | | 2 Phase Actuated Signal | 33 |
| Oregon Coast | M.P. 274.46 *11th St (Bandon)* | | 2 Phase Actuated Signal | 32 |
| Pacific Highway West | M.P. 123.15 *Monroe St.* | | Pretimed Signal | 25 |
| McKenzie | M.P. 6.32 *Eugene-Springfield Jct. (57th St)* | | 3 Phase Actuated Signal | 35 |
| Pacific Highway East | M.P. 53.32 *Browning Ave.* | | Pretimed Signal | 25 |
| | **FY 1980** | | | |
| N.E. Portland | M.P. 14.51 *NE 162nd Ave (Co.)* | | 3 Phase Actuated Signal | 40 |
| Pacific Highway East | M.P. X0.74N *SE Hawthorne Blvd. (Port.)* | | Pretimed Signal | 25 |
| Pacific Highway West | M.P. 9.64 *S.W. Walnut St. (Tigard)* | | Pretimed Signal | 25 |
| Mt. Hood | M.P. 9.27 *SE 162nd Ave (Co.)* | | 3 Phase Actuated Signal | 40 |
| Beaverton-Hillsboro | M.P. 2.07 *SW 91st Ave (Co.)* | | 3 Phase Actuated Signal | 40 |
| Oregon Coast | M.P. 357.76 *N.Bank Chetco River Road (Brookings)* | | 3 Phase Actuated Signal | 40 |
| Pacific Highway West | M.P. 36.36 *McDonald Lane (McMinnville)* | | 5 Phase Actuated Signal | 45 |
| Umatilla-Stanfield | M.P. 5.09 *Jennie Ave (Hermiston)* | | 2 Phase Actuated Signal | 30 |
| Umatilla-Stanfield | M.P. 4.84 *Elm Ave (Hermiston)* | | 2 Phase Actuated Signal | 30 |
| Redwood | M.P. 0.79 [illegible] | | 2 Phase Actuated Signal | 30 |
| Corvallis-Newport | M.P. 53.49 *SW 53rd St. (Co.)* | | 5 Phase Actuated Signal | 45 |
| Hillsboro-Silverton | M.P. 37.10-37.13 | | 5 Phase Actuated Signal | 45 |
| Oakland-Shady | M.P. 14.90 *NE Newton Rd.* [illegible] | | 2 Phase Actuated Signal | 30 |
| Oregon Coast | M.P. 357.21 *Center St. (Brookings)* | | 2 Phase Actuated Signal | 30 |
| Cape Arajo | M.P. 0.32 *Harrison Ave (North Bend)* | | 3 Phase Actuated Signal | 40 |
| Pacific Highway West | M.P. 10.96 *SW [illegible] Rd (Frontage Road) (King City)* | | 3 Phase Actuated Signal | 40 |

8702 Medford-Four Corners Sec. 1978
of Crater Lake Hwy.
(Paving & signing)

8702

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>9-162 ~~[illegible]~~<br>PROJECT REPORT NUMBER<br><br>MODIFICATION NUMBER<br>1 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>9-12-80 | ate<br>Oregon<br>County<br>Jackson<br>Project Number<br>F-13(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 13, 1978, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 975,401.00 | $ 847,196.00 |
| Federal funds | $ 836,894.00 | $ 726,894.00 |
| Other revisions | | |

This modification is made for the following reasons: To reflect decrease in construction bid items and engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th ~~20th~~ day of September, 1980.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

By For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 12, 1980

Federal Aid Project
No. F-13(3)

*Gen. File*

Medford-Four Corners Section
Crater Lake Highway
Jackson County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 2191+00 to Sta. 2384+00)

| | | | |
|---|---|---|---|
| Subtotal of previous estimate of March 31, 1978 | | | $859,384.50 |

Previous Estimate

| | | | |
|---|---|---|---|
| Flagman | 2,000 Hour | 17.00 | $ 34,000.00 |
| Aggregate Shoulders | 5,500 Ton | 6.00 | 33,000.00 |
| Asphalt Cement in Mixture | 3,130 Ton | 82.00 | 256,660.00 |
| Asphalt in Tack Coat | 45 Ton | 120.00 | 5,400.00 |
| Extra for A.C. Approaches | 56 Each | 100.00 | 5,600.00 |
| Adjusting Inlets | 9 Each | 300.00 | 2,700.00 |
| Class "B" A.C. in Leveling Course | 9,800 Ton | 8.25 | 80,850.00 |
| Class "C" A.C. in Leveling Course (P.A. #2) | 0 | 0.00 | 0.00 |
| | | | $418,210.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| Flagman | 678 Hour | 17.00 | $ 11,526.00 |
| Aggregate Shoulders | 2,629 Ton | 6.00 | 15,774.00 |
| Asphalt Cement in Mixture | 2,777 Ton | 82.00 | 227,714.00 |
| Asphalt in Tack Coat | 14 Ton | 120.00 | 1,680.00 |
| Extra for A.C. Approaches | 37 Ton | 100.00 | 3,700.00 |
| Adjusting Inlets | 5 Each | 300.00 | 1,500.00 |
| Class "B" A.C. in Leveling Course | 0 | 0.00 | 0.00 |
| Class "C" A.C. in Leveling Course (P.A. #2) | 8,473 Ton | 8.25 | 69,902.00 |
| | | | $331,796.00 |

| | |
|---|---|
| Decrease | $ 86,414.00 |
| SUBTOTAL | 772,970.50 |
| Engineering | 74,225.50 |
| TOTAL | $847,196.00 |

| | |
|---|---|
| Length of Project | 3.663 miles |
| Cost of Roadway per mile | $231,284.74 |

| | |
|---|---|
| Federal Funds | $726,894.00 |
| State Funds | 120,302.00 |
| TOTAL | $847,196.00 |

Group 1 100% Group 8 0%
Contract No. 8702
Prefix 15-1099

8702.

STATE COPY 9

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>4-75 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>4-13-78 | te Oregon<br>County Jackson<br>Project No. F-13(3) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 62, Jct. SR 99, N.E. 3.66 mile

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-1-78 | 3.663 |

OTHER *(Specify)*

FUNDS

Pro-rata 85.8%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 975,401 | FEDERAL FUNDS<br>$ 836,894 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator APR 13

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 31, 1978

Federal Aid Project
No. F-13(3)

MEDFORD - FOUR CORNERS SECTION
CRATER LAKE HIGHWAY
JACKSON COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 2191+00 to Sta. 2384+00)

| | | | | |
|---|---|---|---|---|
| Furnishing Field Laboratory | 1 | Each | $ 1.00 | $ 1.00 |
| Mobilization | | All Required | | 50,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | | 4,500.00 |
| Temporary Signs | 420 | Sq. Ft. | 4.00 | 1,680.00 |
| Flagmen | 2,000 | Hour | 17.00 | 34,000.00 |
| Removal of Structures and Obstructions | | All Required | | 240.00 |
| Watering | 100 | M-Gal. | 10.00 | 1,000.00 |
| Aggregate Shoulders | 5,500 | Ton | 6.00 | 33,000.00 |
| Class "B" Asphalt Concrete Mixture | 38,250 | Ton | 8.25 | 315,562.50 |
| Class "B" Asphalt Concrete Mixture in Leveling | 9,800 | Ton | 8.25 | 80,850.00 |
| Asphalt Cement in Mixture | 3,130 | Ton | 82.00 | 256,660.00 |
| Asphalt in Tack Coat | 45 | Ton | 120.00 | 5,400.00 |
| Asphalt-Rubber Chip Seal | 3,750 | Sq. Yd. | 9.00 | 33,750.00 |
| Guard Rail, Type 2A | 100 | Lin. Ft. | 10.00 | 1,000.00 |
| Guard Rail, Type 3 | 50 | Lin. Ft. | 17.00 | 850.00 |
| Guard Rail, Type 1 | 2 | Each | 225.00 | 450.00 |
| Extra for Guard Rail Bridge Connections | 2 | Each | 595.00 | 1,190.00 |
| Rail End Pieces, Type C | 2 | Each | 100.00 | 200.00 |
| Concrete Walks | 105 | Sq. Yd. | 18.00 | 1,890.00 |
| Concrete Curbs | 3 | Cu. Yd. | 105.00 | 315.00 |
| Concrete Islands | 4 | Cu. Yd. | 115.00 | 460.00 |
| Delineators | 390 | Each | 14.00 | 5,460.00 |
| Extra For Asphalt Approaches | 56 | Each | 100.00 | 5,600.00 |
| Adjusting Manholes | 6 | Each | 200.00 | 1,200.00 |
| Adjusting Inlets | 9 | Each | 300.00 | 2,700.00 |

| | | | |
|---|---|---|---|
| Removal of Existing Sign Installations | All Required | | 1,300.00 |
| Wood Sign Posts | All Required | | 600.00 |
| Sign Support Footings | All Required | | 2,800.00 |
| Breakaway Sign Posts | All Required | | 4,500.00 |
| Double Sign Support | All Required | | 1,000.00 |
| Type "A" and "B" Signs in Place | 145 Sq. Ft. | 14.00 | 2,030.00 |
| Type "C" and "D" Signs in Place | 41 Sq. Ft. | 7.00 | 287.00 |
| Type "EE" Signs in Place | 32 Sq. Ft. | 7.00 | 224.00 |
| Type "H" and "I" Signs in Place | 39 Sq. Ft. | 6.00 | 234.00 |
| Type "V" Signs in Place | 6 Sq. Ft. | 8.50 | 51.00 |
| Move and Reinstall Existing Signs | All Required | | 1,100.00 |
| | | | $852,084.50 |

| Anticipated Items | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | $ 4,000.00 |
| Temporary Pavement Striping (S.F.) | All Required | 2,000.00 |
| Temporary Erosion Control (E.W.) | All Required | 500.00 |
| On-the-Job Trainees (1 at $800) | All Required | 800.00 |
| | | $ 7,300.00 |
| | Subtotal | $859,384.50 |
| | Engineering | 116,016.50 |
| | Total | $975,401.00 |

Length of Project - - - - - - - - - - - 3.663 Miles
Cost of Roadway Per Mile - - - - - - - $266,284.73

| Work Retained in Program Status<br>(Not included in amounts below) | | |
|---|---|---|
| Bikeway Signing and Striping (S.F.) | All Required | $ 6,500.00 |
| Repair Existing Pavement | All Required | 5,000.00 |

| | |
|---|---|
| Federal Funds (85.8%) | $836,894.00 |
| State Funds | 138,507.00 |
| Total | $975,401.00 |

| | |
|---|---|
| Group 1 | 100% |
| Group 8 | 00% |

Contract No. 8702
Prefix: 15-1099

MEDFORD - FOUR CORNERS SECTION
(Nonparticipating - State work)

| | | |
|---|---|---|
| State Responsibility for Damages | All Required | $ 500.00 |

# 8752

STATE COPY

☆ GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

2

cc: State (H. S. Coulter)

1-10-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>4 | COUNTY<br>Jackson | DIVISION<br>Oregon |
| DATE OF REPORT<br>1-10-80 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>F-13(3) |
| COMPLETION DATE<br>10-2-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>3-29-79 | TIME ELAPSED<br>115 % | CONTRACT TIME<br>140 CD |
| APPROVED EXTENSIONS<br>- 0 - | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### MEDFORD-FOUR CORNERS
### CRATER LAKE HIGHWAY 62

The project provided for a 4" overlay of the existing pavement section, signing, and incidentals.

Scope

This inspection consisted of an office discussion of project work, a review of asphaltic concrete records, and a field review of the completed work.

Time

Liquidated damages were charged for 22 days at $150.00/day.

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sgn | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

1-23
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>T. P. LOWE<br>T. P. Lowe | | SIGNATURE<br>~~Original Signed By~~<br>G. K. HOSSNER<br>Field Operations Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>1-15-80 | TITLE<br>Field Operations Engineer | DATE<br>1-15-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8702

8

April 2, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8702 awarded to Rogue River Paving Co., Inc., for work on the Medford-Four Corners Section of the Crater Lake Highway in Jackson County was completed on October 2, 1978, and accepted by the State Highway Engineer on March 29, 1979.

Final payment in the amount of $5,000 will be released to the contractor after April 9, 1979. The total contract amount is $773,483.36 including $4,091.01 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Rogue River Paving Co., Inc.
P. O. Box 1386
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8702

Salem, Oregon
March 23, 1979

L.W.
Lyle K. Watson
Design Group Engineer

Bill Maude
Resident Engineer

Medford-Four Corners
Crater Lake Highway
Jackson County
Contract #8702

This will acknowledge the receipt of your construction narrative report.

A plans-in-hand review was not held on this project. Even if it had been, I wonder if some of the items with large over and underruns would have been caught.

LKW:cj
cc: C. T. Keasey
A. E. Shirley

NOTED
D. O. Christensen

# NARRITIVE

## MEDFORD - FOUR CORNERS

CONTRACT NO. 8702 PREFIX 15-1097

On March 28, 1978 contract number 8702 was awarded to Rogue River Paving Inc. for the paving overlay of 3.65 Miles of the Crater Lake Hwy. The contractor began installing temp. signs on the project on May 31. Work on E.W.O. #1 started with the removal of unsuitable pavement and Placing A.C. leveling thru June 26th. At this time work started of structures preparing them for chip seal. The chip seal was placed on June 27th, 28th and 29th.

Contractor started paving class "B" A.C. on July 6 at the East end of the project and worked thru August 2nd.

Coral Corporation who was the sub contractor for guard rail, signs and site post arrived on the project July 7 and started to work on signs. They left project on July 17 until later.

Work started on Class "B" A.C. top August 3 and continued until August 31 then was off project for two weeks. Paving resumed on Sept. 12 and was finished on Sept. 18 with the completion of drive ways.

A small crew removed delineators, adjusting inlets and construction of curb worked between Sept. 5 and Sept. 28th. Coral Corporation returned Sept. 7 and resumed work on Signs and guard rail for two days. They were back again on Sept. 20 for 2 days, the 27th for one day and completed work on delineators on Oct. 2. Shoulder material was also placed at completetion of paving.

There were four price agreements, five Extra Work Orders and Two State Force orders written during this contract.

On Sept. 8th Coral Corporations guard rail punch broke Bell Telephones cable at the South East end of Bear Creek structure. This utility was not shown on the plans and a nearby vault cover was not visible. An Extra Work Order was written to pay for digging holes by hand in this area.

Due to the prime contractors plant producing commercial mix in addition to contract mix during the life of this contract, this project over ran 23 days.

On July 7th a major accident with two near fatals happened with in the project but not with in the daily work zone. Three and possibly four law suits are pending as the results of this accident.

The over all project was excellent with no penaltys accessed. A very good ride resulted from this overlay.

REFERRED TO
Beard___ Stoddmeyer___
✓ Cole___ Sampson___
Eriksen___ ✓ Watson___
Hagee___ Dorn___ Lou___
Return [✓ Discuss] Do File Copy Due___
BY FINAL DESIGN ENGINEER

(Hartle)
Prepare Ltr of acknowledgment
Doc

RECEIVED
JAN 22 1979
ENGINEERING SECTION
Trout___
Christensen Doc
George___
Olson___
Terpin___
Sullivan Copy
Scott___
Assistant___
Do Not File ☐
Return To___
Bring Up _/_/_
Action___

### STATEMENT OF OVERRUNS & UNDERRUNS
MEDFORD-FOUR CORNERS
CRATER LAKE HIGHWAY
JACKSON COUNTY
CONTRACT 8702
PREFIX 15-1099

************************************************************

| Contract Bid Items | Contract | Final | Percent +or- |
|---|---|---|---|
| Bid Items | $852,084.50 | $702,870.86 | -17.5% |
| Anticipated Items | 19,300.00 | 9,364.17 | -51.5% |
| Contingincies | 39,212.30 | | |
| Price Agreements(unanticipated) | | 70,257.04 | |
| Adjustments (liquidated damages) | | -3,300.00 | |
| Extra Work Orders (unanticipated) | | 1,026.12 | |
| Engineering | 78,424.61 | 43,000.00 | -45.2% |
| Total Contract Costs | $989,021.41 | $823,218.19 | -16.8% |

************************************************************

Note:Final costs are estimated due to incomplete billings from State Force Orders.

## STATEMENT OF OVERRUNS & UNDERRUNS

| ITEM NO. | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | +OR- |
|---|---|---|---|---|---|
| 1. | Furnish Field Laboratory | Each | 1 | 1 | 0.0% |
| 2. | Mobilization | Lump Sum | 100% | 100% | 0.0% |
| 3. | Temporary Protection and Direction of Traffic | Lump Sum | 100% | 100% | 0.0% |
| 4. | Temporary Signs<br>An extra sign for the freeway traffic southbound, two way traffic signs and abrupt edge signs were ordered by the Resident Engineer for public safety. | Sq.Foot | 420 | 486 | +15.7% |
| 5. | Flagmen<br>One to four flagmen were used during the paving operation. Bid quantities were not needed. | Hour | 2,000 | 678.5 | -66.1% |
| 6. | Removal of Structures and Obstructions | Lump Sum | 100% | 100% | 0.0% |
| 7. | Watering<br>Due to the underrun of the aggregate, bid quantities were not necessary for the project. | M/Gallon | 100 | 15.8 | -84.2% |
| 8. | Aggregate Shoulders<br>In many areas, there was an existing curb and gutter section and rock was not used. In addition, in the areas where rock was used it was not necessary to place the rock out to the twelve foot line to provide a finished appearance. | Ton | 5,500 | 2,629.69 | -52.2% |
| 9. | Class B Asphalt Concrete Mix | Ton | 38,250 | 39,590.03 | +3.5% |
| 10. | Class B Asphalt Concrete Mix in Leveling<br>Bid Item Deleted. See Price Agreement Number Two. | Ton | 9,800 | 0 | -100.0% |
| 11. | Asphalt Cement in Mixture<br>The asphalt content was reduced by the Resident Engineer to avoid bleeding on the street. | Ton | 3,130 | 2,777.01 | -11.3% |
| 12. | Asphalt in Tack Coat<br>Tack coat was used as required. Bid quantities were not needed. | Ton | 45 | 14 | -68.9% |
| 13. | Asphalt-Rubber Chip Seal | Sq.Yard | 3,750 | 3,890.4 | +3.7% |
| 14. | Guard Rail, Type 2A | Lin.Foot | 100 | 100 | 0.0% |
| 15. | Guard Rail, Type 3 | Lin.Foot | 50 | 50 | 0.0% |

STATEMENT OF OVERRUNS & UNDERRUNS

| ITEM NO. | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | PERCENT +OR- |
|---|---|---|---|---|---|
| 16. | Guard Rail Anchors, Type 1 | Each | 2 | 2 | 0.0% |
| 17. | Extra for Guard Rail Bridge Connections<br>A standard bridge connection was used at station 2359 to enable foot traffic to cross onto the bridge without stepping onto the pavement. Deleted under Price Agreement Number Five. | Each | 2 | 1 | -50.0% |
| 18. | Rail End Pieces, Type C | Each | 2 | 2 | 0.0% |
| 19. | Concrete Walks<br>Deleted under Price Agreement Number Four. | Sq. Yard | 105 | 0 | -100.0% |
| 20. | Concrete Curbs<br>The work was performed according to plans and specifications. Bid quantities were not needed. | Cu. Yard | 3 | 2.5 | -16.7% |
| 21. | Concrete Islands<br>The islands built according to instructions of Resident Engineer and plans. Bid Quantities were not needed. | Cu. Yard | 4 | 2.25 | -43.7% |
| 22. | Delineators<br>Delineators installed per plans. Bid quantities not needed. | Each | 390 | 294 | -24.6% |
| 23. | Extra for Asphalt Approaches<br>A number of road approaches were behind existing curb and gutter. There was no need to adjust them by paving. | Each | 56 | 37 | -33.9% |
| 24. | Adjusting Manholes<br>Half of the manholes were behind existing curb and gutter sections. There was no need to adjust them as no paving was done in their vicinity. | Each | 6 | 3 | -50.0% |
| 25. | Adjusting Inlets<br>The inlets on the bridge decks were not done by request of the Resident Engineer. | Each | 9 | 5 | -44.4% |
| 26. | Removal of Existing Sign Installations | Lump Sum | 100% | 100% | 0.0% |
| 27. | Wood Sign Posts | Lump Sum | 100% | 100% | 0.0% |
| 28. | Sign Support Footings | Lump Sum | 100% | 100% | 0.0% |
| 29. | Breakaway Sign Posts | Lump Sum | 100% | 100% | 0.0% |
| 30. | Double Sign Support | Lump Sum | 100% | 100% | 0.0% |

## STATEMENT OF OVERRUNS & UNDERRUNS

| ITEM NO. | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | PERCENT +OR- |
|---|---|---|---|---|---|
| 31. | Type "A" & "B"Signs in Place | Sq. Foot | 145 | 144.5 | -0.3% |
| 32. | Type "C" & "D"Signs in Place<br>Error in plan quantity. Signs installed per plans. | Sq. Foot | 41 | 47 | +14.6% |
| 33. | Type "EE" Signs in Place | Sq. Foot | 32 | 32 | 0.0% |
| 34. | Type "H" & "I"Signs in Place | Sq. Foot | 39 | 38.3 | -1.8% |
| 35. | Type "K"Signs in Place | Sq. Foot | 6 | 6 | 0.0% |
| 36. | Move & Reinstall Existing Signs | Lump Sum | 100% | 100% | 0.0% |

* * *

## PRICE AGREEMENTS

| | | | |
|---|---|---|---|
| P.A.1. | On the Job Training | Hour | 527 |
| P.A.2. | Delete Bid Item 10, Use Class "C" Mix in Leveling | Ton | 8,473.58 |
| P.A.3. | Delete State Weigh Witness | | DOCUMENTARY ONLY |
| P.A.4. | Delete Concrete Walks | | DOCUMENTARY ONLY |
| P.A.5 | Use Standard Bridge Connection in Lieu of Spec Connection | Each | 1 |

* * *

## ADJUSTMENTS

| | | |
|---|---|---|
| Liquidated Damages @ $50/Day | $ | -3,300.00 |

* * *

## FORCE ACCOUNTS

| | | | |
|---|---|---|---|
| EWO 1. | Repair Existing Pavement | $ | $2,742.57 |
| EWO 2. | Place Temporary Pavement Tape | $ | $263.39 |
| EWO 3. | Install Guard Rail Over Conduit | $ | $278.38 |

## STATEMENT OF OVERRUNS & UNDERRUNS

| ITEM NO. | ITEM | UNIT | FINAL QUANTITY |
|---|---|---|---|
| EWO 4. | Backfill Behind Curbs | $ | 319.35 |
| EWO 5. | Adjust Mail Boxes | $ | 165.00 |

*******************************************************************************

## STATE FORCE ORDERS

| | | | |
|---|---|---|---|
| SFO 1. | Permanent Pavement Striping | $ | 3,600.00* |
| SFO 2. | Temporary Pavement Striping | $ | 2,600.00* |

*State Force Orders are estimates only. No billings have been received by this office.

8702

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Medford-Four Corners | | WEEK ENDING: December 23, 1978 |
| | | SECTION PREFIX: 15-1099 |
| HIGHWAY: Crater Lake | | COUNTY: Jackson |
| NAME OF JOB: Medford-Four Corners | KIND OF WORK: Paving and Signing | |
| CONTRACTOR: Rogue River Paving Co. Inc. | CONTRACT NUMBER: 8702 | FEDERAL AID PROJECT NUMBER: F-13(3) |
| DATE OF CONTRACT: March 28, 1978 | DATE WORK STARTED: May 31, 1978 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS: | WORK DAYS USED: |
| | SPECIFIED CALENDAR DAYS: 140 | CALENDAR DAYS USED: 162 |
| | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 115 |
| PROJECT AUTHORIZATION: $ 989,021.41 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 910,596.80 | ENGINEERING AUTHORIZATION: $ 78,424.61 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 910,596.80 | ENGINEERING COST TO DATE: $ 42,409.53 | DATE PROJECT WAS COMPLETED: October 2, 1978 |
| ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 % | PERCENT OF AUTHORIZATION: 54 % | |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | |
|---|---|---|---|---|---|---|
| | | | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| | | 3.65 | | | 3.65 |
| MILES IN PROJECT | | | | | 3.65 |
| MILES PARTIALLY COMPLETED | | 3.65 | | | 48,000 |
| MILES COMPLETED | | 5,500 | | | 48,000 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 2,650 | | | 48,000 |
| TOTAL QUANTITIES CORRECTED TO DATE | | 2,650 | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | |
| PERCENT | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | NA | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
DEC 26 1978
CONSTRUCTION BRANCH

Kessey
Jochmann
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| **SUNDAY** | |
| **MONDAY** | |
| **TUESDAY** | |
| **WEDNESDAY** | |
| **THURSDAY** | |
| **FRIDAY** | |
| **SATURDAY** | |

## REMARKS

Work on the project was completed on October 2, 1978 and work has begun on the semi-final estimate.

SIGNED Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

[illegible]-F210

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 28, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-13(3)

Contract 8702, Work Completed October 2, 1978
Project Medford - Four Corners
Highway Crater Lake
County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-15-78

NOTED
H.S.COULTER

G. L. Green
Division Administrator

RECE
STATE H
DE 1 3 78
F TO

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
DEC 12 1978
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Jorg
Inloes
Widmer
Gebauer
Church

cc: State (H. S. Coulte

#8702

STATE COPY

U.S EPARTMENT OF TRANSPORTATION
ERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Jackson | DIVISION<br>Oregon |

IN COMPANY WITH: J. Gix, Reg. Constr. Engineer; W. Maude, Resident Engineer (Medford)

| | | |
|---|---|---|
| DATE OF INSPECTION<br>11-15-78 | INSPECTION MADE BY<br>Vincent Tabor, Asst. Area Engineer | PROJECT NO.<br>F-13(3) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>See Below | TIME ELAPSED<br>115 % | WORK COMPLETED<br>100 % |

### MEDFORD-FOUR CORNERS
### CRATER LAKE HIGHWAY 62

The project provided for a 4" overlay of the existing pavement section, signing, and incidentals.

### Scope

This inspection consisted of an office discussion of project work, a review of asphaltic concrete records, and a field review of the completed work.

### Findings & Recommendations

1. Compaction ranged from 93 to 98 percent of the relative maximum as shown on the core reports.

2. AC daily plant reports show that 2016 tons of "C" mix leveling was non-spec. (approx. 8500 tons were utilized), and appropriate price adjustments have been calculated. Of the 38,000 tons of "B" mix base and top course material produced only 1,800 tons were non-spec.

3. Resistivity testing has been done on the rubberized asphalt chip seals for the I-5 interchange structures, and results were generally good.

4. The Resident informed me that surface tolerances were met in all locations except one--a low area--which was patched by the contractor.

5. All appropriate certifications are included in the project records.

6. No claims are anticipated.

RECEIVED
STATE HWY ENGR
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REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

11/30
OJ Keasey

continued....

7. Contract time overran by 22 days, and the contractor has not requested an extension. This matter will be reviewed further at the final acceptance stage.

8. All signing, striping, and guardrail observed was installed according to the plans and specifications.

## Conclusions

The project work has been completed in reasonable conformance with specifications, and acceptance is recommended.

22

Salem, Oregon
July 5, 1978

**ORIGINAL SIGNED**
**DUANE O. CHRISTENSEN**
Duane O. Christensen
Final Design Engineer

W. Maude
Resident Engineer

Sign Shop Drawings
Medford-Four Corners Sec.
Crater Lake Highway
Jackson County
Contract No. 8702

Enclosed find three sets of approved sign shop drawings for Type "A" and "B" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Pacemaker Industries for fabrication of the signs.

RECEIVED
JUL 07 1978
ENGINEERING SECTION

____Versteeg____
____Christensen____
____George____
____Olson____
____Terpin____
____Sullivan____
____Scott____
____Savage____

____Trout____
Do Not File ☐
Return To____
Bring Up____/____/____
Action____

WGB:ab
Attachments
cc: C. T. Keasey
Alfred Shirley, Jr.
W. G. Beard

8702

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

**April 12, 1978**

**Rogue River Paving Co., Inc.**
**P. O. Box 1386**
**Medford, OR 97501**

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

**Contract No. 8702 for work on the Medford-Four Corners Section of the Crater Lake Highway in Jackson County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

**dda**
Enclosure

**cc** **United Pacific Insurance Company**
**700 N.E. Multnomah, Suite 600**
**Portland, OR 97232**

**United Pacific Insurance Company**
**Fidelity & Surety Department**
**P. O. Box 1216**
**Tacoma, WA 98401**

**bc** **C. Y. Keasey**
**Walt Hart**
**Robert Church**
**Jim Kiene**
**Alfred Shirley**
**William Maude**

TELEX 32-7413

**Hansen & Rowland Inc.** / WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / 627-1161

*"Since 1890"*

April 6, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: Performance Bond for Rogue River Paving Company, Inc.
United Pacific Insurance Company Bond #U99 01 49

Gentlemen:

In accordance with instructions from Rogue River Paving Company, Inc., enclosed are two executed copies of Contract 8702 which includes the Performance Bond.

Sincerely,

Helen McMillan

Helen McMillan
Surety Bond Dept.

cc: Rogue River Paving Company, Inc.
P.O. Box 1386
Medford, Oregon 97501

NOTED
C. W. HEAD

RECEIVED
APR 7 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICES TO SERVE YOU IN: ANCHORAGE, VANCOUVER B.C., SEATTLE, TACOMA, WENATCHEE VALLEY, PORTLAND, AND SAN FRANCISCO • WORLD WIDE FACILITIES THRU ASSUREX INTERNATIONAL.

**"Insurance with Emphasis!"**

A DIVISION OF LABOW, HAYNES COMPANY, INC.

8702

2

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
William Maude
SAIF
Fran

March 30, 1978

Rogue River Paving Co., Inc.
P. O. Box 1386
Medford, OR 97501

Gentlemen:

The Oregon Transportation Commission on March 28 accepted your proposal for work on the Medford-Four Corners Section of the Crater Lake Highway in Jackson County for the sum of $852,084.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8702.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. The calendar workday count on this contract will begin April 11, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8702

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

March 17, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 23, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on projects as set forth in ORS 366.514. Bids will be opened March 23, 1978 on the following projects:

1. Richland Rock Production
Baker-Copperfield Highway
Baker County

Aggregate production.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Seeley Creek Road
Alsea Highway
Benton County

Grading and paving. Climbing lane construction. Four-foot shoulders provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

3. Portland Avenue at Gloucester Street (Gladstone)
FAP No. M-9647(1)
Clackamas County

Traffic signals.

Same as No. 1

4. Cape Arago Highway at Harrison Avenue (North Bend)
   Cape Arago Highway
   Coos County

   Traffic signals.

   Same as No. 1.

5. Oakland-Shady Highway at Newton Creek Road
   Oakland-Shady Highway
   Douglas County

   Traffic signals.

   Same as No. 1.

6. Medford-Four Corners
   Crater Lane Highway
   Jackson County

   Paving.

   Overlay and signing project. Ten-foot shoulders on this project to be signed and striped as a bikeway.

7. Redwood Highway at Oregon Caves Jct. (Cave Junction)
   Redwood Highway
   Josephine County

   Traffic signals.

   Same as No. 1.

8. McKenzie Highway at S. 32nd St. (Springfield)
   McKenzie Highway
   Lane County

   Traffic signals.

   Same as No. 1.

9. Brogan Hill Rock Production
   John Day Highway
   Malheur County

   Aggregate crushing.

   Same as No. 1.

10. North Banfield Interchange (UPRR Shoofly)
East Portland Freeway
Multnomah County

Grading and structures.

Class I bikeway to be incorporated in later contract.

11. SW Barbur Blvd at SW 3rd Ave and SW Miles St (Portland)
Pacific Highway West
Multnomah County

Traffic signals.

Same as No. 1

12. W Burnside St at NW 23rd and SW 1st at SW Arthur St (Portland)
City Streets
Multnomah County

Traffic signals.

Same as No. 1

13. NE Marine Dr-NE Failing St
East Portland Freeway
Multnomah County

Grading and drainage.

Grading for future bikeway incorporated in this contract.

14. SE Stark/Washington St Interchange
East Portland Freeway
Multnomah County

Grading, paving and structures.

Ten-foot sidewalk/bikeway to be constructed on this contract.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

3-1-78

8702 U.S. DEPARTMENT OF TRANSPO ON - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

9

ERAL AID PROJECT NO.
F-13(3)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80168

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED
3-1-78

DATE AUTHORIZATION EFFECTIVE
3-1-78

FEDERAL ROUTE NUMBER
Primary 13

STATE ROUTE NUMBER
Primary 22

GENERAL LOCATION:
"Medford- Four Corners Section"

GENERAL DESCRIPTION OF WORK:
Paving and Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Permanent & Temporary Pavement
Striping (SF) $6,000
Temporary Erosion Control (EW) $500
On the Job Training $800

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-24-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,070,957, Federal funds $918,881.

A signed copy of the Title Sheet is returned herewith.

Swan w/encl
3-8

DATE
3-1-78

SIGNATURE OF APPROVING OFFICIAL
G. K. Hosmer

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8702

22

6558

NNNN
CG PLS ACK

9RSM

LRW RSB MED 21 2-16-78 23 220 PM

DUANE O CHRISTENSEN
CC J X WILSON

RE PRELIMINARY PLAN REVIEW FOR PROPOSED MEDFORD - FOUR CORNERS SECTION OVERLAY PROJECT. RECOMMEND THAT CRATER LAKE AVENUE FRONTAGE ROAD BE INCLUDED FOR OVERLAY IF POSSIBLE. SURFACE CONDITIION IN POOR CONDITION AND RECENT DEVELOPMENTS GENERATING HEAVY TRUC K TRAFFIC IS BREAKING UP ROAD SURFACE. ALSO RECOMMEND INCLUDING ALL ON AND OFF RAMP LEGASS #1 LEGS AT CRATER LAKE INTERCHANGE. THESE ALSO ARE DUE FOR RESURFACING.

GEOFGEORGE T THORNTON
FLK

¾494.

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED

FEB 16 1978

ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

776-6004

REFERRED TO

Beard Dorn
Cole Sample
Erikson ✓ Watson SW
Hayes Lou
[✓ Return] [illegible] Do File Copy Due
BY FINAL DESIGN ENGINEER

2/23/78
Gregg needs deflection for Biddle Road base design. Reviewed with Versteeg & Christensen. Ramps & Frontage Rd will not be included S.W. Inform Region
Check agreement

8702

22

# ENVIRONMENTAL REVIEW CHECKLIST

3-23-78 Bid Letting ______ All Clear Deadline

ALL CLEAR 2/22/78

Donald L

SECTION Medford-Four Corners
Highway Crater Lkae
County Jackson
Region 3
Funds FA
Type of Work Overlay
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | | ☒ | | | ☒ | No problems |
| Write-off Letter | ☒ | | | | | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☒ | | | | | |
| Cultural Salvage | ☒ | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | ☒ | | | | | |

8702

22

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 15, 1978

Donald E. Shaffer

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Medford-Four Corners Section
Crater Lake Highway
Jackson County

TO: ✓ Adrian D. Olson
Preliminary Design Engineer

AND

Elmer Scofield
Traffic Unit

I would like to have the shoulders on the subject section striped and signed as Class III bikeways.

1 Versteeg ✓
Christensen
George
2 Olson ADO.
Terpin
[illegible] Sullivan
Scott
Savage

RECEIVED
FEB 15 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

DES:jp

cc Alfred Shirley
Jack Sullivan

Ok — adequate shoulders
ADO

8702 22

Salem, Oregon
September 6, 1977

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
for J. H. Versteeg
Head of Engineering

A. Shirley, Jr.
Region 3 Engineer

Medford-Four Corners
Crater Lake Highway
Jackson County

The subject project is carried on the PMS run for a completion date for PSE documents of January 7, 1977. This would allow for a February letting date.

The project is due in the design office by November 7, 1977. The development of overlay projects to the final plan stage have been hamperred in the past due to a considerable increase in project cost over the original project estimate. Additional items not originally contemplated and a need for more structural pavement depth have accounted for this along with initially low estimates.

To enable us to resolve these conflicts and have the project ready for an early letting it would be appreciated if the field work and submittal of this project could be expedited so that it could reach us earlier than November 7, 1977.

RECEIVED
SEP 06 1977
ROAD DESIGN SECTION

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To____
Bring Up___/___/___
Other____

DOC:az
cc: F. E. Terpin
D. O. Christensen

8702.

8

STATE OF OREGON

INTEROFFICE MEMO

DATE: 6/21/77

TO: E. S. Hunter
Deputy State Highway Engineer

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Medford (For Corners)
Crater Lake Highway
Jackson County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 3 : Alfred Shirley
District 8 : G. T. Thornton
Region 3 Geologist: Elliott Parker
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

6/22/77
Asst. State Hwy. Engr

6-22-77 Original returned to Wimer w/ate.

81-125-1387

2

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 13, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project F-13(-)
Project Assessment
Medford (Four Corners)
Jackson County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' February 15, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappen
G. L. Green
for

cc:
OSHD (Potter)
" (Region 3, Englemann)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
[illegible]
FOR
Info Inves R/D O/R Sign Act File

orig. to

8703 Redwood Hwy. @ Oregon Caves 1978
Hwy. Jct. in Cave Junction
(Traffic signal installation)

*8703 3-5-80 1

☆U. S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)

## FINAL ACCEPTANCE REPORT

STATE COPY

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Jackson | DIVISION<br>Oregon |
| DATE OF REPORT<br>3/5/80 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>TQF-17(4) |
| COMPLETION DATE<br>11/28/78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>3/21/79 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>220 |
| APPROVED EXTENSIONS<br>-0- | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

REDWOOD HWY @ OREGON CAVES HWY JCT
REDWOOD HWY
Traffic Signal

Project Description

The project provided a traffic signal at the subject intersection. Originally plans did not signalize a private commercial access adjacent to this "T" intersection. However, following completion of the contract work, the State signalized the private access for safety reasons. The entire installation is now satisfactory.

RECEIVED
STATE HWY ENGR
MAR 12 '80
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

3/12
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>T. P. LOWE<br>T. P. Lowe | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>3-10-80 | TITLE<br>Field Operations Engineer | DATE<br>3-10-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8103

STATE COPY 2

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | rm Approved: O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>1-49 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Josephine |
| MODIFICATION NUMBER<br>1 | 1-10-80 | Project Number<br>TQF-17(4) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 13, 1978, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 42,328.00 | $ 49,545.00 |
| Federal funds | $ 36,317.00 | $ 42,509.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include approved State Force Orders

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of January, 1980.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Operation Programming Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 494

Gen file

Oregon State Highway Division
Salem, Oregon December 28, 1979

Federal Aid Project
No. TQF-17(4)

Redwood Hwy. at Jct. Oregon Caves Hwy.
Redwood Hwy. in Josephine County

Revised Project Agreement

| | |
|---|---|
| Type Code Y031<br>Traffic Signals<br>Subtotal of previous estimate of March 31, 1978 | $ 36,968.00 |

Additional Approved Items

| | | | |
|---|---|---|---|
| S.F.O. #1 | Signing & Channelization for Traffic Signal | All Required | $ 2,015.00 |
| S.F.O. #3 | Remove & Reinstall Sidewalk&Curb | All Required | 700.00 |
| S.F.O. #4 | Signalization (Change#1-Plan Sheet 4267) | All Required | 3,400.00 |
| | | | $ 6,115.00 |

| | |
|---|---|
| increase | $ 6,115.00 |
| subtotal | 43,083.00 |
| Engineering | 5,862.00 |
| Engineering (Signal Controller Testing) | 600.00 |
| | $ 49,545.00 |

Length of Project- - - - -0.0 mile

| | |
|---|---|
| Federal Funds (85.8%)- - - - - - - | $ 42,509.00 |
| State Funds- - - - - - - - - - - - - - | 7,036.00 |
| Total | $ 49,545.00 |

Group 1 - 100%
Contract No. 8703
Prefix 17-1095

8703

8

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

4-97

[illegible]S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FEDERAL-AID PROJECT AGREEMENT

4-13-78

[illegible]te Oregon

County Josephine

Project No. TQF-17(4)

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 199 @ Jct. SR 46 (Cave Junction)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 85.8%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 42,328 | $ 36,317 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator APR 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 31, 1978

Federal Aid Project
No. TQF-17(4)

REDWOOD HWY. AT JCT. OREGON CAVES HWY.
REDWOOD HIGHWAY
JOSEPHINE COUNTY

Project Agreement Estimate.

Type Code Y031
Traffic Signals

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 421.00 |
| Temporary Signs | 128 Sq. Ft. | $ 4.15 | 531.20 |
| Flagmen | 40 Hour | 25.82 | 1,032.80 |
| Sidewalk Ramps | 2 Only | 831.00 | 1,662.00 |
| Traffic Signal Installation, Complete | All Required | | 32,571.00 |
| | | | $36,218.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 750.00 |
| | Subtotal | $36,968.00 |
| | Engineering | 4,760.00 |
| | Engineering (Signal Controller Testing) | 600.00 |
| | Total | $42,328.00 |

Length of Project - - - - - - - - - - 0.00 Mile

| | |
|---|---|
| Federal Funds (85.8%) | $36,317.00 |
| State Funds | 6,011.00 |
| Total | $42,328.00 |

Group 1 100%

Contract No. ~~8073~~ 8703

Prefix: 317-1094

# 8703

5-11-79

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: T( ·17(4)

STATE PROJECT NO.: See below

COUNTY NAME: Josephine

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80146

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Received 5/16/79
orig to McIlwraig

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
| 3-1-78 | 4-19-79 | Primary 17 |
| | | STATE ROUTE NUMBER |
| | | Primary 25 |

GENERAL LOCATION:

Redwood Highway at Oregon Caves Highway Jct.

GENERAL DESCRIPTION OF WORK:

Signalization in accordance with Change #1 Plan Sheet 4267.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~
~~[illegible]~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 4-19-79, as requested in Mr. Keasey's letter of 5-7-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $3,400 Federal Funds $2,909.

| | | |
|---|---|---|
| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
| 5-11-79 | G. K. Hoames | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-866

8703

DATE: May 3, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Redwood Hwy. at Oregon Caves Highway Junction
Josephine County
Contract No. 8703

This federal-aid traffic signal installation project is nearly complete and an increase in the project authorization is needed. The contract work has been completed and accepted but additional work by State forces is needed.

The contract work did not provide for a signal head for a private access at the intersection. It was later determined that the signal head was needed for the safety of the traveling public. Since the contract has already been completed, State forces will perform the installation at an estimated cost of $6,600. The increase is eligible for federal participation.

It is recommended that the authorization for this project be increased by $6,580 or 15.3 percent to a new total of $49,595.36.

This matter will be on the Consent Calendar for your May 15 meeting.

WR:mk jh

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
C. T. Keasey
D. H. Moehring
Alfred Shirley, Jr.
V. E. Skoog
George Bell

#8763 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 4-17-79

## LETTER OF APPROVAL AI , OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-17(4)

STATE ECT NO. See below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80146

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO Moehring
FOR

| Info | Invcs | P/D | D,R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

4-25 orig to

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 3-1-78 | 3-28-79 | Primary 17 | Primary 25 |

GENERAL LOCATION:
Redwood Highway at Oregon Caves Hwy. Jct.

GENERAL DESCRIPTION OF WORK:
Remove existing sidewalk and curb. Reinstall as shown on Change #1, Dwg. 4267.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 28, 1979, as requested in Mr. Keasey's letter of April 10, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $700 - Federal Funds $599.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4-17-79 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8703

8

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

# Expected Overrun of Project Authorization

Project Redwood Hwy. at Oregon Caves Hwy. Jct. Date 26 March 1979

Highway Redwood Contract No. 8703

County Josephine Kind of Work Traffic Signal Inst Contractor Hamilton Electric

| | Authorized | Estimated | |
|---|---|---|---|
| Contract Amount | 36,218.00 | 35,038.66 | |
| Anticipated Items | 1,350.00 | 1,721.70 | |
| Contingency (4½%) | 1,690.56 | 7,835.00 | |
| Engineering | 3,756.80 | 5,000.00 | |
| Credits | 0.00 | 0.00 | |
| PROJECT COST | 43,015.36 | 49,595.36 | |
| | NET INCREASE $ | 6,580.00 | 15.3% |

## MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

| (Indicate whether contract (C), anticipated (A), or unanticipated (U).<br>(List all unanticipated items) | Expected Amount | Net Change |
|---|---|---|
| (c) Temporary Signs | 531.20 | - 470.56 |
| (c) Flagmen | 1032.80 | - 748.78 |
| (a) Striping and Signing | 750.00 | + 971.82 |
| (u) SFO #2 Furnish and deliver strain pole | 0.00 | + 800.00 |
| (u) SFO #3 Revise Drive and Sidewalk | 0.00 | + 700.00 |
| (u) PA #1 Install pole and loops, Add Heads | 0.00 | +6335.00 |

Principal reasons for overruns (Continue on reverse side): Original contract completed with 4.1% underrun. This overrun is to provide signal indications for private access. Copies of letter from L.E. George to Alfred Shirley dated 2 and 22 February 1979 are attached to explain requirements

**INSTRUCTIONS:** A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Keith L. Martin
Keith L. Martin Resident Engineer

Confirmed by
Division Engineer

Noted by O. B. Jackmond
Construction ~~or Bridge~~ Engineer

Noted by for H. S. Coulter
~~Deputy or~~ State Highway Engineer

5/1/79 to Engr. Constr.

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: CON 5 #8703

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 27, 1979

O.B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
Redwood Hwy. at Oregon Caves
Hwy. Jct.
Josephine County
Contract No. 8703

This federal-aid traffic signal installation contract was completed last November and accepted by you in March. After the contract work had been completed, the State's policy of not installing signal heads at public expense for private accesses at signalized intersections was revised. Another head is therefore being installed by State forces. This additional work will cause the project authorization to overrun by an estimated $6,580 or 15.3 percent.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase in cost is eligible for federal participation.

OBJ:WR:fr

Att.

cc: Alfred Shirley, Jr.
Keith Martin
Robert Church

RECEIVED
STATE HWY ENGR
MAY 1 - '79
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8703

March 23, 1979

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

Contract No. 8703 awarded to Hamilton Electric, Inc., for traffic signal installation on the Redwood Highway at Oregon Caves Highway Junction in Jackson County was completed on November 28, 1978, and accepted by the State Highway Engineer on March 21, 1979.

Final payment in the amount of $1,752.14 will be released to the contractor after March 28, 1979. The total contract amount is $35,038.87 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

87 8

☆ U. S. GOVERNMENT PRINTING [illegible]—625-988

STATE COPY

cc: State (H. S. Coulter) 3-14-79

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Jackson | DIVISION<br>Oregon |

IN COMPANY WITH

| | | |
|---|---|---|
| DATE OF INSPECTION<br>3-14-79 | INSPECTION MADE BY<br>T. P. Lowe, Area Engineer | PROJECT NO.<br>TQF-17(4) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>100 % | WORK COMPLETED<br>100 % |

## REDWOOD HWY. @ OREGON CAVES HWY. JCT.
## Traffic Signal Installation

The State has changed its policy to allow signalizing of certain existing private accesses.

Attached are preliminary plans to provide signalization on the private access adjacent to the subject project.

The contract work was accomplished in accordance with the contract requirements. Therefore, based on the State's commitment to signalizing the private access within the subject intersection, I now recommend acceptance of the contract work.

Attachment

RECEIVED
STATE HWY ENGR
MAR 27 '79
REFER TO
3-28 cy Heasey
FOR
Info Inves R/D D/R Sign Act File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8703

1859

# Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAR 20 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

**DATE:** March 2, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

Dave Canfield
for

**FROM:** C. T. Keasey
Ass't. State Highway Engineer

**SUBJECT:** Request Contract Acceptance (Second Request)
Federal-aid Project No. TQF-17(4)

Contract 8703, Work Completed November 28, 1978

Project Redwood Hwy. @ Ore. Caves Hwy. Jct.

Highway Redwood

County Josephine

The conditions which prevented your earlier acceptance are going to be corrected by State forces, therefore we again request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

We cannot make final payment to our contractor until your acceptance is received.

Acceptance Date 8-14-79

G. K. Hanna
for G. L. Green
Division Administrator

RECEIVED
MAR 05 1979
OREGON DIVISION

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
MAR 19 1979
CONSTRUCTION BRANCH

Keasey
Jacklond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

# NARRATIVE REPORT
## REDWOOD HWY. at CAVE JUNCTION SIGNALS
## CONTRACT 8703

This contract was awarded to Hamilton Electric Inc. on March 28, 1978. The work was completed on 28 November 1978 with no overrun in time.

The additional anticipated item for pavement striping was significantly overrun as existing striping had to be sandblasted to install the left turn refuge.

The Crous-Hinds 3 phase controller failed the physical inspection once and the environmental test once. The contract authorization included an additional anticipated item of $600.00 for controller testing. The actual charge was $880.00. This should be checked on other projects to see if an increase in the anticipated item for signal controller testing is warranted.

The construction engineering authorization to this project was $3,756.80. The charges for the electrical unit labor only to participate in the turn on was $720.00. When you add the expenses and per-diem this exceeds 20% of the construction engineering.

The one subcontract with C-2 Construction to cut the pavement and trench for buried conduit presented no problems. The conduit run was relocated to behind the curb to reduce conflict with traffic and damage to the existing roadway.

There were no innovative or unique features to this installation. It was a job with good workmanship and no problems.

Several of the local citizens have commented that it is more difficult to gain access to the highway from the business on the West side of the intersection. This is a valid observation as the people leaving the lot can not see any signals while the people controlled by the signals on the highway do not pay any attention to the car entering the highway from the business.

Keith L. Martin

Keith L. Martin
Resident Engineer

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 19 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REDWOOD HWY. at CAVE JUNCTION SIGNALS
REDWOOD HIGHWAY JOSEPHINE COUNTY
CONTRACT 8703 TQF-17(4)

| ITEM | ORIGINAL AMMOUNT | SEMI-FINAL EST. | PERCENT + or - |
|---|---|---|---|
| Contract Bid Items | $36,218.00 | $35,038.66 | - 3.3 |
| Anticipated Items | $ 1,350.00 | $ 1,721.82 | +27.5 |
| Contingencies | $ 1,690.56 | $ 0.00 | -100.0 |
| Engineering | $ 3,756.80 | $ 4,500.00 | +19.8 |
| TOTAL CONTRACT COSTS: | $43015.36 | $41,260.48 | - 4.1 |

# STATEMENT OF OVERRUNS AND UNDERRUNS
## CONTRACT 8703

| ITEM NO. | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | PERCENT + or - |
|---|---|---|---|---|---|
| 1. | Temporary Protection and Direction of Traffic | Lump Sum | 100% | 100% | 0.0 |
| 2. | Temporary Signs | Sq. Ft. | 128.0 | 24.25 | -81.1 |
| | Scope of work demanded less signs than provided in contract ammount | | | | |
| 3. | Flagmen | Hours | 40.0 | 11.0 | -72.5 |
| | Progress of work allowed less hours of flagging than provided in contract. | | | | |
| 4. | Sidewalk Ramps | Each | 2 | 2 | 0.0 |
| 5. | Traffic Signal Installation Complete | Lump Sum | 100% | 100% | 0.0 |

STATE FORCE ORDERS

| | | | | | |
|---|---|---|---|---|---|
| 1. | Striping and Signing | $ | 2015.00 | 1721.82 | -14.5 |
| | State Force Order less than original estimate. | | | | |

8703

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

**DATE:** January 3, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

R D Church for

**FROM:** C. T. Keasey
Construction Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. TQF-17(4)

Contract 8703 , Work Completed November 28, 1978

Project Redwood Hwy. @ Ore. Caves Hwy. Jct.

Highway Redwood

County Josephine

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date NOT ACCEPTED

[This project is presently unacceptable due to the unsignalized approach in the intersection as explained in our Final Inspection Report, dated 12-19-78.]

G. L. Green
Division Administrator

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 17'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes
RECEIVED
JAN 16 1979
CONSTRUCTION
SECTION
Richards
Olenn
Berg
Church
Gebauer
Widmer

8703

…RM 81-734-3001

…EGON STATE HIGHWAY DIVISION

# IELD ENGINEER'S WEEKLY REPORT

…OR CONSTRUCTION PROJECTS ONLY
…ONSTRUCTION AND BRIDGE SECTION

…JOB: …wood Hwy. @ Caves Hwy. Junction

…TOR: …ilton Electric, Inc.

…CONTRACT: …rch 1978

…FORCE ON PROJECT FOR THE WEEK

SUPERVISION

…ECT AUTHORIZATION: $ 43,015.36

…USIVE OF [illegible]: $ 39,258.56

…IMATED COST [illegible] …OJECT, EXCLUSIVE OF …GINEERING: $ 39,258.56

…IMATED PERCENT [illegible]: 0 %

…TION: REDWOOD HIGHWAY @ CAVES HWY. JUNCTION

HIGHWAY: Redwood

KIND OF WORK: Signalization

CONTRACT NUMBER: 8703

DATE WORK STARTED: 24 May 1978

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 220

SPECIFIED COMPLETION DATE:

ENGINEERING AUTHORIZATION: $ 3,756.00

ENGINEERING COST TO DATE: $ 3,550.00

PERCENT OF AUTHORIZATION: 94.5 %

…EK ENDING: 16 December 1978

…TION PREFIX: 17-1095

COUNTY: Josephine

FEDERAL AID PROJECT NUMBER: TQF 17 (4)

…MATED COMPLETION DATE: 1978

WORK DAYS USED:

CALENDAR DAYS USED: 220

PERCENT OF TIME ELAPSED: 100%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87.3%

DATE PROJECT WAS COMPLETED: 28 November 1978

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| …ARING | DRAINAGE | GRADING | BASE GRADING | OIL AND/OR PAVE SURFACING | MAT'L PROD MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | BASE GRADING | OIL AND/OR PAVE SURFACING | MAT'L PROD MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| …N PROJECT | | | | | |
| … PARTIALLY COMPLETED | | | | | |
| …COMPLETED | | | | | |
| … ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| … QUANTITIES CORRECTED TO DATE | | | | | |
| …MATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| …AGE DAILY QUANTITIES | | | | | |
| …AGE DAILY QUANTITIES NECESSARY TO …PLETE PROJECT ON TIME | | | | | |
| …R OF SHIFTS PER DAY | | | | | |

…S PER SHIFT

…MENT USED DURING THE WEEK:

No Activity

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| …RIDGE NO | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| …AY | 10 | Rain, cool | 0 | | Second Notification Submitted- project complete |
| …AY | 11 | Ptly Cldy | 0 | | |
| …AY | 12 | Clear, cool | 0 | | |
| …SDAY | 13 | Clear, cool | 0 | | |
| … | 14 | Cldy, cool | 0 | | |
| | 15 | Cldy, cool | 0 | | |
| …AY | 16 | Cldy, cool | 0 | | |

RECEIVED
DEC 18 1978
CONSTRUCTION BRANCH

Kessey K
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 10 | No Activity |
| MONDAY 11 | No Activity, project complete, Second notification submitted |
| TUESDAY 12 | |
| WEDNESDAY 13 | |
| THURSDAY 14 | |
| FRIDAY 15 | |
| SATURDAY 16 | |

## REMARKS

STATUS: Second Notification submitted, project complete, awaiting warrantees

NEXT WEEK: no activity

SIGNED Keith
Keith L. Martin
LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-7216

8

#8703 10-2-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| **FROM:**<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO.<br><br>ITEM NO. 80146 | FEDERAL AID PROJECT NO. TQF-17(4)<br>STATE PROJECT NO. See below<br>COUNTY NAME Josephine<br>PROGRAM STAGE (Check) ☐ 1. ☐ 2. |

**TO:**

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>3-1-78 | DATE AUTHORIZATION EFFECTIVE<br>9-18-78 | FEDERAL ROUTE NUMBER Primary 17<br>STATE ROUTE NUMBER Primary 25 |

GENERAL LOCATION:

Redwood Highway at Oregon Caves Highway Junction

GENERAL DESCRIPTION OF WORK: Remove existing striping and restripe to include left turn refuge and install no parking signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ XXXXXX
~~PRICE AND/OR~~ XXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 9-18-78, as requested in Mr. Keasey's letter of 9-22-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $2,015 - Federal Funds $1,728.

NOTED
F. B. KLABOE

| | | |
|---|---|---|
| DATE<br>10-2-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hassner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8703

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 11, 1978

Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8703 for traffic signal installation on the Redwood Highway at Oregon Caves Highway Junction in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Smith & Crakes, Inc.
58 West 11th Ave.
Eugene, OR 97401

Great American Insurance Company
Pacific N.W. Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kimms
Alfred Shirley
Keith Martin
L. E. George

8703

8

March 30, 1978

Hamilton Electric, Inc.
232 West 5th
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on March 28 accepted your proposal for traffic signal installation on the Redwood Highway at Oregon Caves Highway Junction in Jackson County for the sum of $36,218 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8703.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 11, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
L. E. George
Alfred Shirley
Keith Martin
SAIF
Fran

8703

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-1-78

# LETTER OF APPROVAL ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-17(4)

S PROJECT NO. See Below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80146

TO:

Mr. F. B. Klaboe
Chief Of Operations, DOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| 3-1-78 | 3-1-78 | Primary 17<br>Primary 25 |

GENERAL LOCATION:

"Redwood Highway at Junction of Oregon Caves Highway Section"

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping (SF) $750

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-24-78 request and certifying statements are accepted

PS&E Documents for the subject project have been reviewed and are approved at a total estimated cost of $42,479, Federal funds $36,446.

A signed copy of the Title Sheet is returned herewith.

Swan w/enc.
3-6

DATE 3-1-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8703 25

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78
Donald L

3-23-78 Bid Letting ______ All Clear Deadline

SECTION Redwood Hwy. @ Jct. OR Caves Hwy.
Highway Redwood
County Josephine Region 3
Type of Work Signal (3 PH) Funds Trans
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |
| **PERMITS:** | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| **CULTURAL:** | | | | | |
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |
| **NOISE:** | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

25

8703

Salem, Oregon
January 4, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

50105 - Cross and Kaufman
Cave Junction Section
Redwood Highway
Josephine County

Attached is a description, an authorization and R/W prints of Map 8B-36-12 covering an easement for Traffic Signal Facilities for the subject project, which is scheduled for March 23, 1978.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

Floyd Scott

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, OR
December 22, 1977

FILE: TRA 7

FROM: JAMES J. GIX
Regional Construction Engineer

TO: L.E. George
Traffic Engineer Supervisor
SALEM

SUBJECT: Preliminary Traffic Signal Plan
Redwood Highway and Oregon Caves Highway
Cave Junction

Attached is the one and only copy of the subject plan for your use in the development of the contract plans. Please note the proposed easement on the westerly side of the intersection.

The city has promised to pass a resolution prohibiting parking on the westerly side of the highway during the December 27, 1977 city council meeting.

Could you please furnish this office with a copy of this plan for our files.

JJG/KDO/cao
Encl.
cc: Frank Terpin
✓Floyd Scott - Deed for easement property attached.

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
2 Scott &
Savage

RECEIVED
DEC 23 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

File 50105
to R/W 1-4-78
(Map 8B-36-12)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Grants Pass, Oregon

December 20, 1977

FILE:

SUBJECT: Deed for Cross & Kaufman Logging
Cave Junction
Redwood Highway
Vol. 273 Page 308 Deed 22530

FROM: Ronald V. Busey
Resident Engineer

TO: John Grassman
Regional Designer

Enclosed is the deed that you requested this date on subject project.

Deed is for the property to the left of Engineer's stations 673+81.83 P.T. to station 675+00

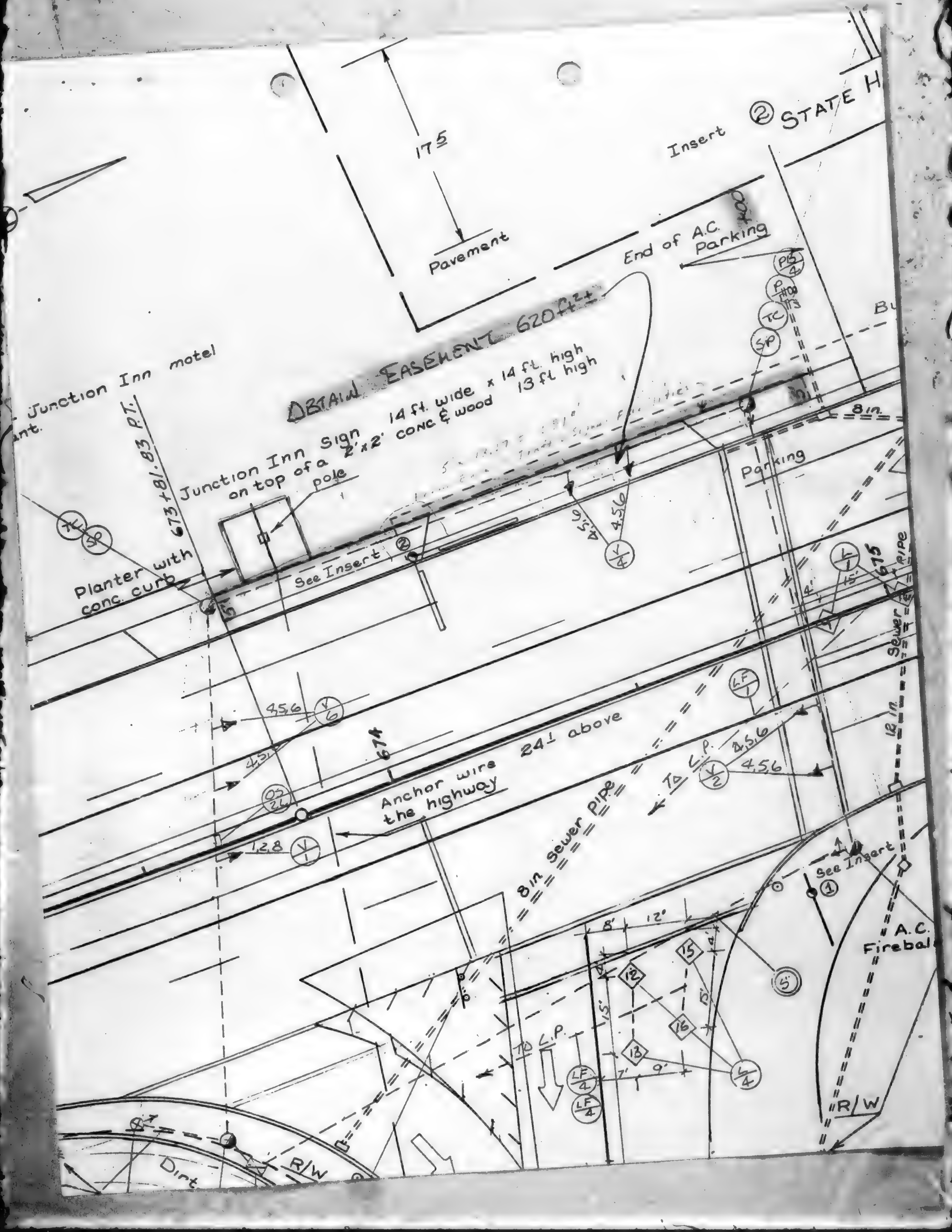
Ronald V. Busey
Resident Engineer

By: K. L. Batchelder
K. L. Batchelder
Officeman

71-479-4247

ROSEBURG REGION
RECEIVED
DEC 21 1977

| | | | | |
|---|---|---|---|---|
| RE | RME | RCE | ROE | TE |
| RUE | DES | RSR | FILE | |
| ENV | FAE | RBI | | |


Insert ② STATE H
17±
Pavement
End of A.C. Parking
+00
OBTAIN EASEMENT 620 ft²±
Junction Inn motel
Junction Inn Sign 14 ft. wide x 14 ft. high on top of a 2'x2' conc & wood pole 13 ft high
673+81.83 P.T.
Planter with conc. curb
See Insert ②
Parking
8 in.
675
Sewer pipe
18 in.
674
Anchor wire 24± above the highway
8 in sewer pipe
To ℄ P.
See Insert ①
A.C. Fireball
R/W
Dirt
R/W
8'
12'
15'
7'
9'
TC
SP
PB 4
TC
SP
V 4
V 6
V 2
V 1
OS 2,4
LF 1
LF 4
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L 4
4,5,6
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To ℄ P.

8703

Hwy. Commission 8

TRA 7-6

1859

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 4, 1976

Mr. David H. Lloyd, Master
Illinois Valley Grange No. 370
Holland Loop Road
Cave Junction, OR 97523

42 2
963 5

Dear Mr. Lloyd:

This will acknowledge your Resolution dated January 22, 1976, regarding the intersection of Holland Loop Road with ORE46 and the request for a traffic signal installation at the intersection of US199 and ORE46.

A traffic engineering investigation will be conducted at the intersection of Holland Loop Road and upon completion of our investigation you will be contacted in order that we may arrange a meeting to advise you of the results of our findings.

Attached is prior 1975 correspondence regarding the signalization of US199 and ORE46. There has been no change in status regarding signalization since that time.

Very truly yours,

ORIGINAL SIGNED BY J. J. GIX

JAMES J. GIX
Regional Maintenance Engineer

NOTED
C. W. HEAD

Attachment

cc: Oregon State Highway Commission
Hon. E. D. "Debbs" Potts
Hon. Cecil L. Johnson
City Council, Cave Junction
Chamber of Commerce, Cave Junction
Pomona Grange
Board of Commissioners, Josephine County
Del Robertson, Josephine County Road Dept.

RECEIVED
FEB 9 1976
OFFICE
DIRECTOR of TRANSPORTATION

TRA 7-6

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 29, 1975

Mr. V. E. Numemaker
Illinois Valley Grange No. 370
P.O. Box 294
Cave Junction, OR 97523

Dear Mr. Nunemaker:

This will further acknowledge your resolution requesting the installation of a traffic signal at the intersection of US 199 and ORE 46.

A traffic signal investigation was recently completed at this intersection which reveals that the minimum vehicular volume warrant was met. The three remaining warrants, Interruption of Continuous Traffic, Minimum Pedestrian Volume and Accident Warrant were not met.

There were eight reported accidents at this location during the period January 1, 1971 to May 31, 1975. There were no fatalities and two persons were injured. Only one of the eight accidents was an angle type accident which could be considered preventable by signalization.

Due to the large number of signal requests the Highway Division has established a Statewide Signal Priority Listing in order to determine those locations with the greatest need for signalization. A weighted value has been assigned to the various warrants to determine the placement of proposed projects on the priority list. The weighted value for the Minimum Vehicular Volume Warrant is 25 which would place this intersection at approximate No. 25 on the list.

Currently no funds are available and none of the proposed projects on the list are being considered at this time.

By a copy of this letter I am asking that our Salem office place this intersection on the priority list to be considered for signalization when funds become available.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.
ALFRED SHIRLEY, JR.
Regional Engineer

AS/KDO/dd

cc: L.E. George
George Thornton
E.D. "Debbs" Potts
Fred Kaufman
George W. Sims

8703

2

HOME ADDRESS
E. D. "DEBBS" POTTS
754 NE MADRONE STREET
GRANTS PASS, OREGON 97526

JAMES W. JONES
EXECUTIVE ASSISTANT

OREGON STATE SENATE
SALEM, OREGON
97310

COMMITTEES
CHAIRMAN:
STATE AND FEDERAL
AFFAIRS/RULES
SUBCOMMITTEE NO. 4
WAYS AND MEANS
HUMAN RESOURCES
WELFARE
MEMBER:
EDUCATION
WAYS AND MEANS
ADMINISTRATIVE ASSISTANTS:
MILLIE KRAFT AND
HARRIET SKOOG
PHONE 378-8314

July ~~24~~ 28, 1975

Mr. F. B. Klaboe
Administrator, Highway Division
140 Highway Building
Salem, Oregon 97310

42
9635 H

Dear Fred,

I would appreciate it very much if you would review the enclosed copy of a Resolution I recently received from the Illinois Valley Grange (#370), relative to a traffic control light at the intersecting of US Highway 199 and Caves Highway.

Could you please give me the benefit of your thoughts on this matter and a possible suggested reply I could make to these people.

Thanks for all your help. Best wishes.

Yours sincerely,

E. D. "Debbs" Potts
State Senator

**NOTED**
**F. B. KLABOE**

EDP:mk
Enclosure

RECEIVED
STATE HWY ENGR
JUL 25 '75
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

ECH
R/D

cancelled 7-28-75 per phone call from Potts' office. already taken care of by acf. Shirley.

AHb

Resolution.

Whereas:

The City of Cave Junction is located at the intersection of the Redwoods Highway (U.S.199)South,and the Caves Highway and,

Whereas:

U.S.199 is the main thoroughfare for north and south bound traffic proceeding through the City of Cave Junction between Grants Pass and the State of California and,

Whereas:

Caves Highway is the main thoroughfare for East and weat traffic intersecting 199 and,

Whereas:

The Illinois Valley Rural Fire Department and the Illinois Valley Medical Center are located on Caves Highway near the intersection of U.S. 199 and,

Whereas:

There is no traffic control lighting at the intersection to provide safe ingress and egress for emergency vehicles on call,Therefore:

Be It Resolved:

That Illinois Valley Grange #370 meeting in regular sossion this 3rd Day of July 1975 does go on record as recommending that action be taken to have adequate signal lights installed at the intersection of U.S.199 and Caves Highway,there being an urgent need thereof and,

Be It Further Resolved:

That copies of this Resolution be sent to the following:
State Senator Debbs Potts.
State Highway Dept,
City Council-----Cave Junction.
Chamber of Commerce----Cave Junction,
Josephine Co.Pomona Grange #20
State Grange Legislative Committee,

W. Earl De Sacy
Chm.Resolutions Committee
I.V.Grange #370

Master I.V.Grange #370

Peggy Squire
Secretary I.V.Grange #370

HOME ADDRESS
E. D. "DEBBS" POTTS
754 NE MADRONE STREET
GRANTS PASS, OREGON 97526

JAMES W. JONES
EXECUTIVE ASSISTANT

OREGON STATE SENATE
SALEM, OREGON
97310

COMMITTEES
CHAIRMAN:
STATE AND FEDERAL AFFAIRS/RULES
SUBCOMMITTEE NO. 4
WAYS AND MEANS
HUMAN RESOURCES
WELFARE
MEMBER:
EDUCATION
WAYS AND MEANS

ADMINISTRATIVE ASSISTANTS:
MILLIE KRAFT AND
HARRIET SKOOG
PHONE 378-8314

963-5
42-14

July 24, 1975

Mr. F. B. Klaboe
Administrator, Highway Division
140 Highway Building
Salem, Oregon 97310

Dear Fred,

I would appreciate it very much if you would review the enclosed copy of a Resolution I recently received from the Illinois Valley Grange (#370), relative to a traffic control light at the intersecting of US Highway 199 and Caves Highway.

Could you please give me the benefit of your thoughts on this matter and a possible suggested reply I could make to these people.

Thanks for all your help. Best wishes.

Yours sincerely,

Debbs

E. D. "Debbs" Potts
State Senator

EDP:mk
Enclosure

RECEIVED
STATE HWY ENGR
JUL 25 '75
REFER TO
Schroeder
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Report & R/D

RECEIVED
JUL 28 1975
Office [illegible]
Assistant State [illegible]

ESH
R/D

8704 McKenzie Hwy. @ S. 32nd St. 1978
(Springfield) Sec.
(Traffic signal installation)

C.a 6277 11-10-77

8704

September 5, 1979

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

Contract No. 8704 awarded to Hamilton Electric, Inc., for a traffic signal installation on the McKenzie Highway at South 32nd Street in Springfield, Lane County, was completed on March 6, 1979, and accepted by the State Highway Engineer on August 30, 1979.

Final payment in the amount of $1,708.00 will be released to the contractor after September 10, 1979. The total contract amount is $34,160.00 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Mead
COMMISSION SERVICES

klp

cc Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bcc C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8704

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction
DEPT.
378-6318
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: August 29, 1979

RD Church for

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8704, Work Completed March 6, 1979

Project McKenzie Hwy. @ S. 32nd St. (Springfield)

Highway McKenzie

County Lane

Type of Work Traffic Signal Install.

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date August 30, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

APPROVED

STATE HIGHWAY ENGINEER

Date 8/30/79

8-30
orig to Head
cy to Construction

Surety letter written 9-5-79.
Kari Prentice

3704

RECEIVED
STATE HWY ENGR
JUL 24'79
REFER TO

FOR

| Info | Inves | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

July 20, 1979

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Gentlemen:

Time Extension Request
McKenzie Hwy. @ S. 32nd (Springfield)
Lane County
Contract No. 3704

The data submitted with your letter of June 28 has been carefully examined and evaluated. Thank you for providing this additional information allowing us to re-evaluate your original request for additional time on this project. As a result of the additional data submitted, an additional 48 calendar day extension of time is hereby granted for this project. This will eliminate all liquidated damages on this contract.

Please note that this added time has been granted only after careful evaluation of "downstream delays" in respect to the actual events on this particular contract. Obviously a different determination would likely result from a different set of contract events.

Sincerely,

OBJ
For C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: Alfred Shirley
Ellis Jones
Dan E. Brown - City of Springfield
Bob Church

7-23-79
copy to H.S. Coulter

RECEIVED
JUL 20 1979
CONSTRUCTION
BRANCH

2 Keasey K
1 Jackmond
Hopkins
Williams
Johnson
Glenn

Richards W
Berg
Inlow
Widmer
Gebauer
Church

FORM 81-734-3030

FILE: CON 5

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July 16, 1979

FROM: JAMES J. GIX
Regional Construction Engineer

TO: O.B. Jackmond
Contract Administration Engineer
SALEM

SUBJECT: McKenzie Highway @ S. 32nd St.
(Springfield)
Contract: 8704
Prefix: 20-8229
Time Extension Request

Subject contract was awarded April 14, 1978. The pole manufacturer, Valmont, received the order May 16 and was cleared to fabricate by August 24, 1978. U.S. Steel shows an order date of September 7, 1978, with a six week lead time. Actual shipping date on steel was November 30, 1978.

Valmont indicates they received their steel the second week in December and shipped the poles on January 11, 1979.

The strike period ran from November 10 through January 15, 1979, although "wildcat" strikes apparently occurred in late September and October.

As near as I can tell from all the correspondence, the delivery of the steel did delay the start of production on the poles by approximately six weeks. Since the steel was actually delivered during the strike period, it is difficult to determine how much effect the strike had on the pole delivery. One could speculate that the tight market in steel products due to limited plant capacity had a major impact on the delay.

I feel it is strictly a judgement item as to whether the steel market conditions plus the impact of the strike on hauling can justify a 48 day extension. My recommendation is to grant time consistent with other projects in this time frame.

jjg/cp
attach.
cc: Ellis Jones

Keesay
Jackmond
Hopkins
Williams
Johnsen
Glenn
RECEIVED
JUL 18 1979
CONSTRUCTION BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

7-20-79

Added time granted due to "downstream" delays resulting from State's failure to promptly approve shop drawings. Contractor (and Manuf.) could not, and should not, be responsible beyond the initial promised date. State's delay obviated that date.

8704

April 3, 1979

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Gentlemen:

Time Extension
McKenzie Hwy. @ S. 32nd (Springfield)
Lane County
Contract No. 8704

After a careful review of your request for an increase in calendar days on the above project, a 34 calendar day extension is hereby granted. Delays in reviewing the pole shop drawings and extra work in relocating loops are the reasons for extending the contract time.

Additional time for delays, as a result of material shortages and a labor dispute, were considered. We could not verify by the information supplied that these items did delay the project. If you have further information, please submit through the Resident Engineer.

There remains 48 days liquidated damages.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ji

bc: C. T. Keasey
Robert Church
Alfred Shirley
Ellis Jones
Dan Brown - City of Springfield

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8704

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 29, 1979

O-B-Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
McKenzie Hwy. @ S. 32nd (Springfield)
Lane County
Contract No. 8704

Hamilton Electric, Inc., contractor on the above signal project, has requested an 80-day increase in the contract time within which to complete the project. The contractor has mentioned a lengthy time in receiving approval and return of pole shop drawings, material shortages and a labor dispute as reasons for the extension.

The contractor submitted his pole shop drawings to the resident on June 6, 1978. These submittals were received back by the contractor on August 1, 1978. A total of 56 days had elapsed. A reasonable time to process these shop drawings would require approximately 24 days. The additional time of 32 days should be returned to the contractor.

Letters from the signal pole manufacturer and steel supplier accompanied the contractor's request. The letters indicated difficulty in obtaining materials and mentioned congestion because of a steel hauler's strike. No evidence was given of an industry wide material shortage or direct impact of a labor dispute on supplying materials. Any delay to the project was not apparent from the information supplied. No time is recommended for reasons of a labor dispute or material shortage.

Due to an error in the loop detector layout, it was necessary to rearrange the loops which was documented by Price Agreement No. 1. This was the last item of work to be performed and required two days to complete. This time should be returned to the contractor.

It is recommended a total of 34 calendar days be granted. The project overran the allowable contract time by 82 days. There will remain 48 days liquidated damages charged to the contractor.

This is a State project. A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Alfred Shirley
Ellis Jones
D. Brown, City of Springfield

RECEIVED
STATE HWY ENGR
APR 2'79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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R-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date February 2, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 280 days, within which to complete our Contract No. 8704, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By

---

## CONSENT OF SURETY

Date Feb. 5, 1979

We, GREAT AMERICAN INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Genevieve A. Bernhardt
Attorney-in-fact
Genevieve A. Bernhardt (SEAL)

no required by law
Resident Agent

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8704 Contractor Hamilton Electric, Inc.

Highway McKenzie

Section McKenzie at 32nd St., Springfield

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ ~~or~~ GRANTED. The reasons for such recommendation are as follows:

Thirty-four (34) calendar days granted for delay in review of shop drawings and extra work.

Recommended for Approval:

Regional Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

|  |  |
|---|---|
| Contract No. | 8704 |
| Project designation (State-Federal) | STATE |
| Date awarded | 14 April 1978 |
| Work started | 9 September 1978 |
| Per cent completed (Date) | 98% 2 Feb. 1979 |
| No. of Workdays Allowed | 200 |
| No. of Workdays Used | 280 |
| No. of Added Workdays Requested | 80 |

SP*07966-734

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

February 2, 1979

Oregon State Highway Department Contract #8704
McKenzie Highway @ 32nd St., Springfield

The day count on this project began on April 26, 1978. Our purchase order for the poles was issued May 4, 1978 (copy enclosed) which was on a timely basis. The scheduled completion date of the project was November 11, 1978. The pole drawings were submitted for approval on June 6, 1978 (copy attached) and returned to us on August 1, 1978 (copies attached). On December 12, 1978, the pole manufacturer, Valmont, sent a letter to our supplier, C.E.D., advising that there would be a delay in delivery of the poles. The reasons for the delay, material shortages and a labor dispute, are documented in this letter as well as in a letter from U. S. Steel, the manufacturer of the steel for the poles. The poles arrived at the job site on January 23, 1979, at 10:00 a.m. At that time we commenced work on the project and completed it on a timely basis. We feel that the letters from the manufacturer document the fact that the delay in the pole delivery was completely beyond our control and we feel that the requested time extension is justified.

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

# GREAT AMERICAN INSURANCE COMPANY

The number of persons authorized
by this power of attorney is not
more than TWO

No. O 11400

## POWER OF ATTORNEY

**KNOW ALL MEN BY THESE PRESENTS**: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Ohio, does hereby nominate, constitute and appoint the person or persons named below its true and lawful attorney-in-fact or attorneys-in-fact, for it and in its name, place and stead to execute in behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship: provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

| Name | Address | Limit of Power |
|---|---|---|
| BETTY JEAN LARSEN | BOTH OF | BOTH |
| GENEVIEVE A. BERNHARDT | EUGENE, OREGON | $500,000. |

This Power of Attorney revokes all previous powers issued in behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 21st day of June 19 78

Attest:

GREAT AMERICAN INSURANCE COMPANY

STATE OF OHIO, COUNTY OF HAMILTON – ss:

On this 21st day of June 1978, before me personally appeared ROBERT M. SCHUDER, to me known, being duly sworn, deposes and says that he resided in Cincinnati, Ohio, that he is the Vice President of the Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

This Power of Attorney is granted under and by authority of Article V of the By-Laws of the Company, extracts of which read as follows:

### ARTICLE V.
### Officers: Powers and Duties.

*Section 4.... The President... shall also have power and authority, from time to time, to appoint and fix the compensation of one or more attorneys-in-fact, to prescribe their respective duties and the respective limits of their authority and to revoke any such appointment, at any time, in his discretion.*

*Section 5.... the several Vice Presidents... shall act, in the order of their appointment, in the place of the President exercising all his powers and performing his duties, during his absence or disability.*

This Power of Attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of the Great American Insurance Company at the organization meeting duly called and held on the 1st day of October, 1976.

*RESOLVED, that the Company seal and the signature of any officer authorized by the By-Laws may be affixed by facsimile to any power of attorney and revocation of any power of attorney or certificate of either given for the execution of any bond, undertaking, contract of suretyship, or other written obligation in the nature thereof, such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.*

### CERTIFICATION

I, W. R. BILY, Secretary of the Great American Insurance Company, do hereby certify that the foregoing Power of Attorney, the above quoted abstracts of Sections 4 and 5 of Article V of the By-Laws, and the Resolution of the Board of Directors of October 1, 1976 have not been revoked and are now in full force and effect.

Signed and sealed this 5th day of Feb. 1979

S-1029E — 10-76 Printed in U.S.A.

8704

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McKenzie Hwy. @ 32nd St.

WEEK ENDING: 10 March 1979

SECTION PREFIX: 20-8229

HIGHWAY: McKenzie Hwy. 126

COUNTY: Lane

NAME OF JOB: McKenzie Hwy. & 32nd St.

KIND OF WORK: Signal Installation

CONTRACTOR: Hamilton Electric Co.

CONTRACT NUMBER: 8704

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 3/23/78

DATE WORK STARTED: 9/29/78

ESTIMATED COMPLETION DATE: 3/31/79

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 200

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 282

PERCENT OF TIME ELAPSED 140%

PROJECT AUTHORIZATION: $ 38,426.03

EXCLUSIVE OF ENGINEERING: $ 35,070.04

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 33,559.85

ESTIMATED PERCENT: OVERRUN UNDERRUN 4.3 %

ENGINEERING AUTHORIZATION $ 3,355.99

ENGINEERING COST TO DATE $ ?

PERCENT OF AUTHORIZATION ? %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 86%

DATE PROJECT WAS COMPLETED:

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | Overcast | | | |
| TUESDAY | Partly Cloudy | | | |
| WEDNESDAY | Clear | | | |
| THURSDAY | Clear | | | |
| FRIDAY | Clear | | | |
| SATURDAY | | | | |

RECEIVED
MAR 19 1979
CONSTRUCTION BRANCH

Keesey K
Jackmond
Hughes
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| **SUNDAY** | |
| **MONDAY** | Saw cutting and detector loop relocations. |
| **TUESDAY** | Saw cutting and detector loop relocations. |
| **WEDNESDAY** | No activity. |
| **THURSDAY** | No activity. |
| **FRIDAY** | No activity. |
| **SATURDAY** | |

## REMARKS

Saw cutting and detector loop relocations performed under "price agreement #1".

Signal turn-on is anticipated on 3/26/79.

SIGNED Harold R. Ulrich LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8704

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 1, 1978

Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8704 for traffic signal installation on the McKenzie Highway at S. 32nd Street in Springfield, Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
Ellis Jones
L. E. George

8704

8

bc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Ellis Jones
L. E. George
SAIF
Fran

April 14, 1978

Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on March 28 accepted your proposal for traffic signal installation on the McKenzie Highway at S. 32nd Street in Springfield, Lane County, for the sum of $32,859.85 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Springfield and when the sum of $39,100 is deposited by the City.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8704.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Bldg., Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 26, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8704 8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 22, 1978

FILE:

**FROM:** Frank E. Terpin F.E.T.
Location Engineer

**SUBJECT:** Survey Authorizations

**TO:** Alfred Shirley
Region 3 Engineer

NOTED
E. S. HUNTER

The following projects have been approved. Please prepare the necessary survey authorization requests and assessments and submit them for processing.

| Highway No. | Section |
|---|---|
| 0015 | (main)<br>McKenzie at 3rd St & 32nd Street (Springfield) |
| 0520 | MP 0 - MP 3 and MP 7.04 - MP 8.50 |
| 0520 | Cottage Grove WCL-MP 4.98 |
| 0706 | Hemlock Avenue-8th Terrace (Coos Bay) |
| 0715 | Central Avenue-Front Street (Medford) |
| 1217 | Grants Pass Pavement Marking |
| 2010 | NE 6th Avenue-NE Central Avenue (Sutherlin) |

RECEIVED
TECHNICAL SERVICES
FEB 23 '78
REFER TO
FOR

FET:jp

cc E.S. Hunter
J.H. Versteeg
Gary Potter

8704.

8

November 10, 1977

City of Springfield
City Hall
Springfield, OR 97477

Attention: George P. Vinson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6277

cc [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals on the McKenzie Highway (Main Street) at 3rd and 32nd Streets in Lane County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8704

8

**DATE:** August 12, 1977

**TO:** Oregon Transportation Commission

**FROM:** For H. S. Coulter
State Highway Engineer

**SUBJECT:** Traffic Signal Installations
McKenzie Highway No. 15
Springfield

copy made

The City of Springfield has requested permission to install traffic signals on the McKenzie Highway No. 15 at the intersections of 3rd Street at Main Street (M.P. 1.57W) and 32nd Street at Main Street (M.P. 3.73). Attached is a map showing these locations. Both locations meet at least one warrant for the installation of a traffic signal and the 3rd Street at McKenzie Highway location is presently on the Traffic Signal Priority List. Both signals are to be installed at no cost to the State. However, the installations are to be contracted by the State and constructed in accordance with State specifications. After installation, the State will perform the required maintenance.

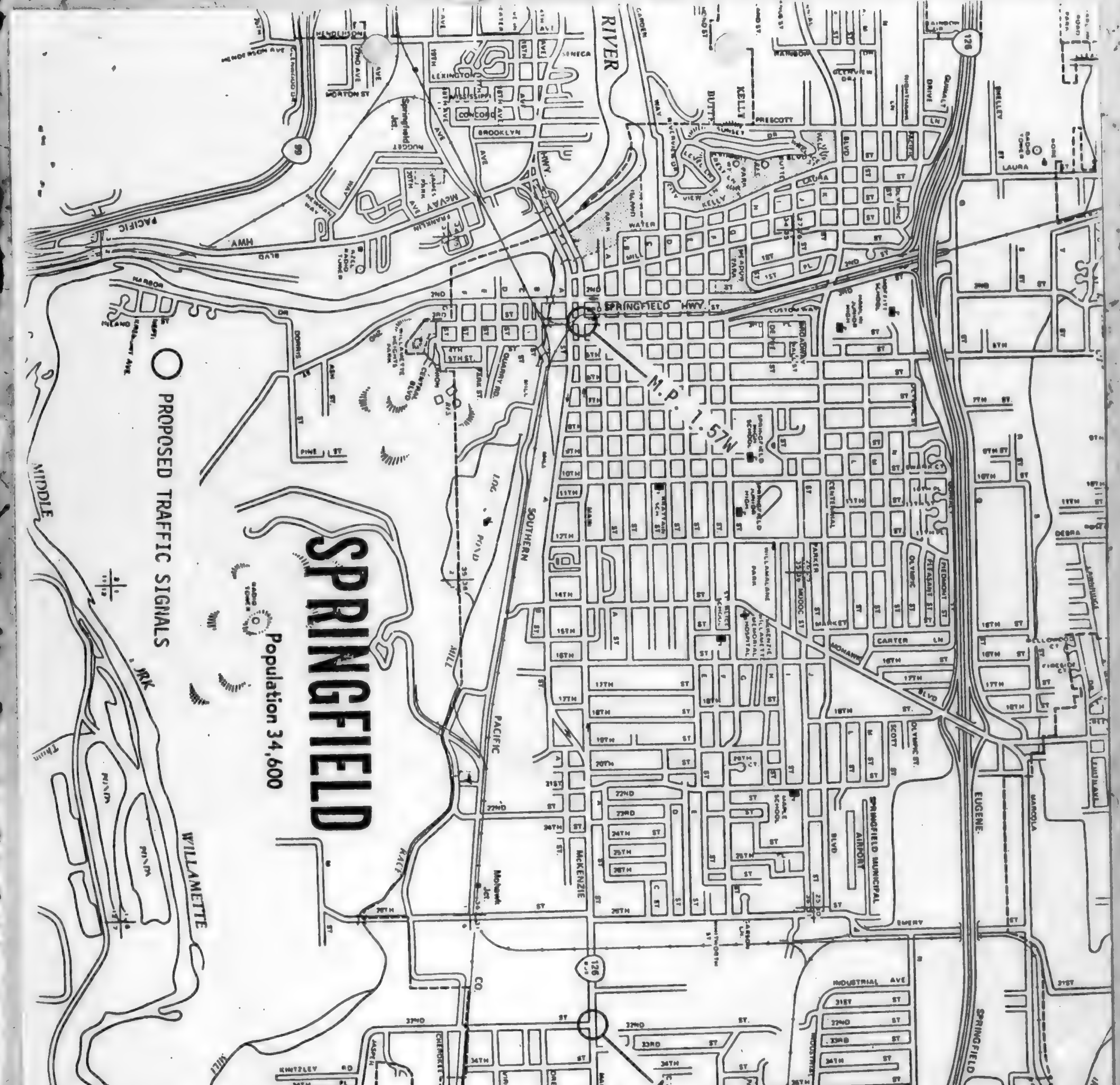
It is recommended that the installation of traffic signals on the McKenzie Highway No. 15 (Main Street) at the intersections with 3rd Street and 32nd Street in the City of Springfield be approved.

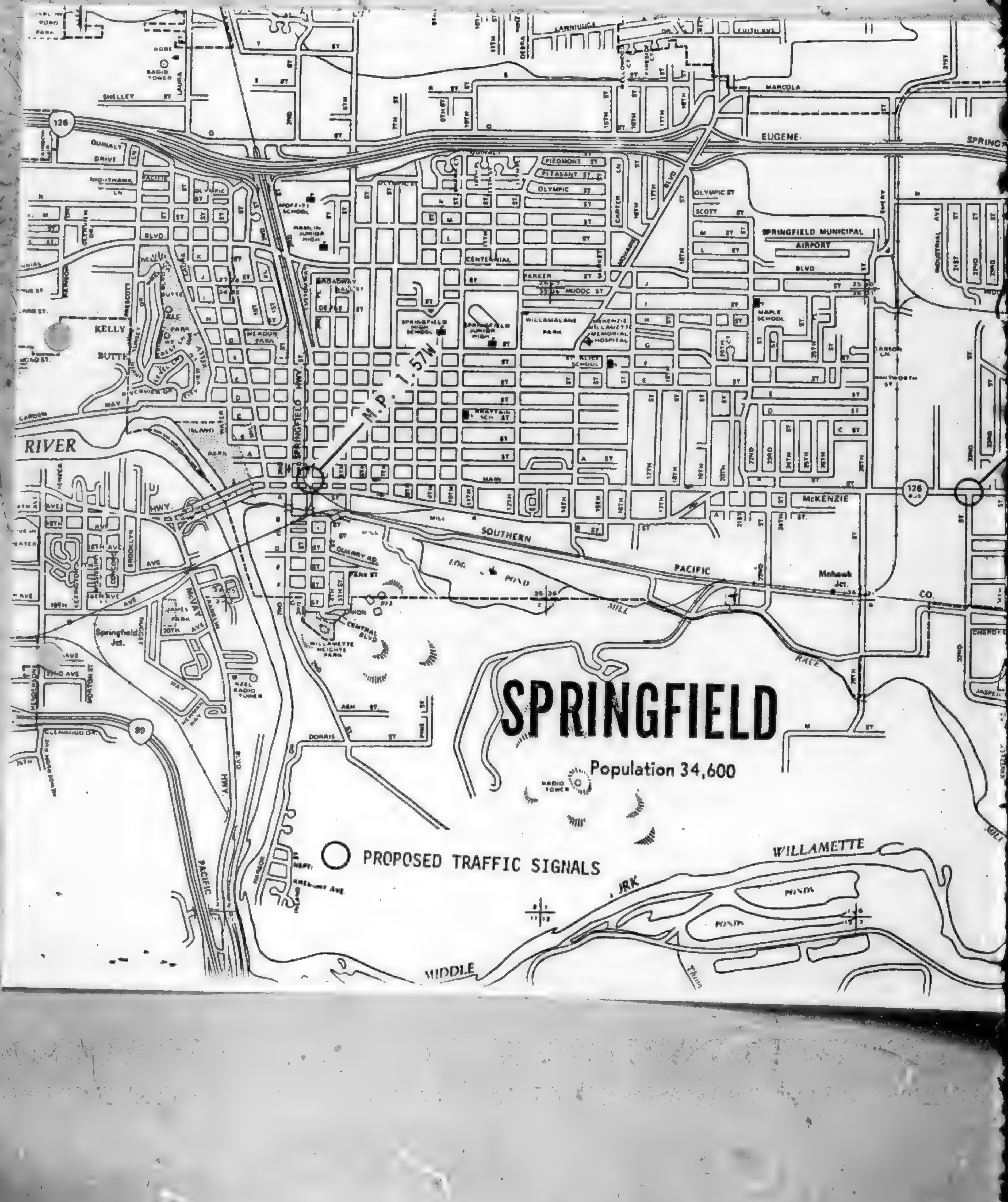
This item will be on the Consent Calendar for your consideration at the August 23 meeting.

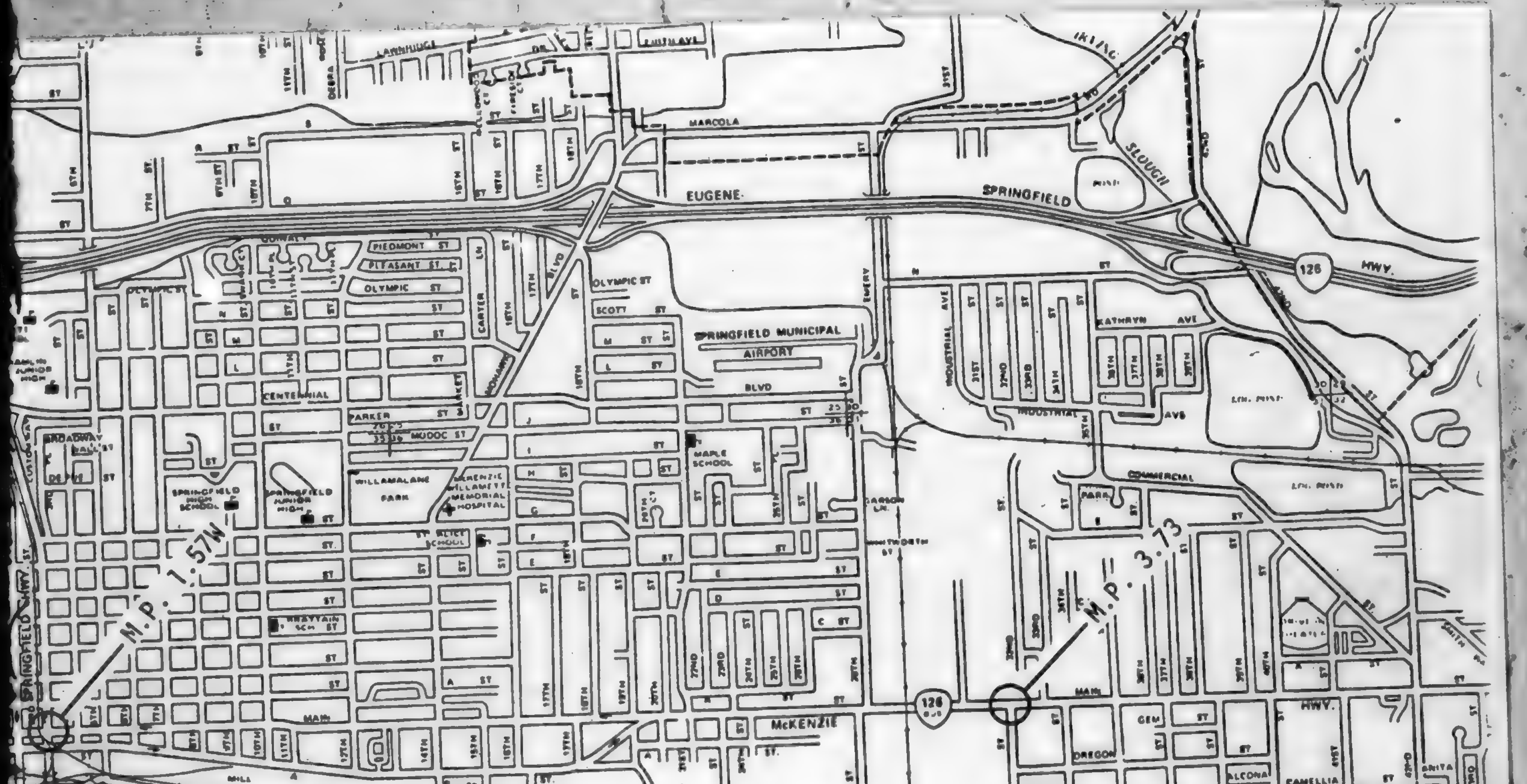
Att.

SRW:rw ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
J. H. Versteeg
D. H. Moehring
Alfred Shirley, Jr.
L. E. George
George Bell


SPRINGFIELD
Population 34,600
○ PROPOSED TRAFFIC SIGNALS
M.P. 1.57W
M.P. 3.13
SPRINGFIELD HWY
SOUTHERN PACIFIC CO.
MILL RACE
MCKENZIE HWY
EUGENE-SPRINGFIELD HWY
SPRINGFIELD MUNICIPAL AIRPORT
MIDDLE FORK WILLAMETTE RIVER
RIVER
126
99


SPRINGFIELD
Population 34,600
○ PROPOSED TRAFFIC SIGNALS
M.P. 1.57W
SPRINGFIELD HWY.
EUGENE
SPRINGFIELD MUNICIPAL AIRPORT
RIVER
KELLY BUTTE
WILLAMETTE
MIDDLE
SOUTHERN
PACIFIC
CO.
MAIN
McKENZIE
MARCOLA
CENTENNIAL
SPRINGFIELD HIGH SCHOOL
SPRINGFIELD JUNIOR HIGH
HAMLIN JUNIOR HIGH
MOFFITT SCHOOL
MAPLE SCHOOL
WILLAMALANE PARK
McKENZIE WILLAMETTE MEMORIAL HOSPITAL
MEADOW PARK
WILLAMETTE HEIGHTS PARK
LOG POND
MILL RACE
PONDS
Mohawk Jct.
Springfield Jct.
RADIO TOWER
126
99


SPRINGFIELD
Population 34,600
PROPOSED TRAFFIC SIGNALS
M.P. 1.57W
M.P. 3.73
EUGENE - SPRINGFIELD HWY.
126
MARCOLA
SPRINGFIELD MUNICIPAL AIRPORT
CENTENNIAL BLVD
MAIN
McKENZIE HWY.
SOUTHERN PACIFIC CO.
SPRINGFIELD HWY.
OLYMPIC ST
COMMERCIAL
INDUSTRIAL AVE
KATHRYN AVE
WILLAMALANE PARK
SPRINGFIELD HIGH SCHOOL
SPRINGFIELD JUNIOR HIGH
MAPLE SCHOOL
McKENZIE WILLAMETTE MEMORIAL HOSPITAL
BRATTAIN SCH
MOHAWK BLVD
Mohawk Jct.
LOG POND
MILL RACE
SLOUGH
QUARRY RD.
PARK ST.
CENTRAL BLVD
WILLAMETTE HEIGHTS PARK
DORRIS ST
ASH ST.
RADIO TOWER
DOUGLAS GARDENS SCH
WILLAMETTE RIVER
MIDDLE FORK
PONDS
OREGON
VIRGINIA
CAMELLIA
JASPER
CHEROKEE
NORTH ST
GARDEN AVE
HIGHLAND

8704

George

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3 672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6341~~

August 5, 1977

Mr. Larry W. Rose
Traffic Coordinator
City of Springfield
346 Main Street
Springfield, OR 97477

Dear Mr. Rose:

This will acknowledge your letter of August 1, 1977, requesting permission to install at no cost to the State, two traffic signals on the McKenzie Highway in Springfield along with your proposed work schedule.

Both signal locations (3rd and Main; 32nd and Main) meet at least one of the required warrants for signalization; therefore, such installations can be made providing State specifications are utilized, the design is reviewed by the State, power consumption by the City, and the State is to maintain the installations.

By a copy of this letter, I am asking the Program Management Section to prepare an agreement in cooperation with the Traffic Engineering Section along the above lines and forward copies to this office.

NOTED
L.E. GEORGE

Also, by a copy of this letter, I am asking Mr. Grassman (Region Design Engineer) to prepare an Order to Render Service in cooperation with the Final Design Section, the Traffic Engineering Section, Mr. Osborn (Region Traffic Engineer) and Mr. Ellis Jones (Resident Engineer) who is being assigned as monitor for this project. This is to determine the total cost of state financial involvement.

You may proceed to prepare preliminary designs for review by the State. When the amount of the advance deposit is determined, you will be contacted.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Traffic Engineer

RECEIVED
AUG 8 1977
TRAFFIC ENGINEERING

GC/slc

cc D.H. Moehring
L.E. George
Bill Anhorn
Ellis Jones

CITY OF SPRINGFIELD
SPRINGFIELD, OREGON 97477

DEPARTMENT OF
PUBLIC WORKS

346 MAIN STREET
[redacted]
726-3753

August 1, 1977

Mr. Glen L. Clark
Regional Federal Aid Urban Engineer
P.O. Box 1128
Roseburg, Oregon 97470

SUBJECT: Proposed Traffic Signals at 32nd and Main Streets (Project T-77-2) and 3rd and Main Streets (Project T-76-8)

Dear Mr. Clark:

A letter from the City of Springfield dated April 11, 1977, was sent to you requesting approval to install traffic signals at the subject intersections. In answer by letter dated May 6, 1977, the State indicated no objection but also indicated they would not be able to help with the funding due to the low priority of the proposed projects.

This letter is to officially request approval for the installation of traffic signals at the subject intersections and to request that the City conduct the preliminary engineering, as well as, the final designs as advised by you during our recent telephone conversation of July 25, 1977.

The following list is a tentative time schedule for the subject projects:

| 1977 | |
|---|---|
| July 25 | Begin final signal designs (rough). |
| August 5-10 | Submit 'rough' signal designs to State for approval. |
| August 17 | State returns rough designs. |
| August 18 | Begin completion of final designs. |
| August 26 | Submit final design to State. |

(CONTINUED)

| 1977 | |
|---|---|
| September 15-30 | State will advertise for bids. |
| October 1-15 | An Order to Render Service would be prepared to cover the cost of State involvement prior to contract award. An advance deposit for this amount would be requested. Before contract award and after bid opening, the City would be asked for the contract cost. An agreement would be required between the City and State outlining the financing, maintenance, and power consumption. The State would prepare this document. |
| October 30 | Construction to begin and hopefully completed prior to December 1, 1977. |

If you have any questions concerning the subject matter, please do not hesitate to call.

Very truly yours,

Larry W. Rose

Larry W. Rose
Traffic Coordinator

LWR/ed

8705 Brogan Hill Rock Prod. Proj. 1978
on John Day Hwy.

8705

8

August 9, 1978

U. S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On August 8, 1978, we wrote to you concerning release of final payment on Contract No. 8705 awarded to D Mc D Corp. for the Brogan Hill Rock Production Project on the John Day Highway in Malheur County.

Final payment on this contract is $3,803.89 and the total contract amount is $76,077.81. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc D Mc D Corp.
P. O. Box 1012
La Grande, OR 97850

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8705

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Brogan Hill

HIGHWAY: John Day

WEEK ENDING: June 10, 1978

SECTION PREFIX: 23-8331

COUNTY: Malheur

NAME OF JOB: Brogan Hill

KIND OF WORK: Rock Production

CONTRACTOR: D Mc D Corp.

CONTRACT NUMBER: 8705

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: March 28, 1978

DATE WORK STARTED: April 12, 1978

ESTIMATED COMPLETION DATE: May 5, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1978

PERCENT OF TIME ELAPSED: 41

PROJECT AUTHORIZATION: $ 79,921.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 72,941.00

ENGINEERING AUTHORIZATION: $ 6980.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 72,941.00

ENGINEERING COST TO DATE: $ 2234.71

DATE PROJECT WAS COMPLETED: May 5, 1978

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 32 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | 10,000 cy | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | 10,899 cy | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | 10,899 cy | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | 0 | | |
| HOURS PER SHIFT | | | 0 | | |

EQUIPMENT USED DURING THE WEEK: None.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 4 | Fair | | | |
| MONDAY 5 | Fair | | | |
| TUESDAY 6 | Fair | | | |
| WEDNESDAY 7 | Fair | | | |
| THURSDAY 8 | Fair | | | |
| FRIDAY 9 | Fair | | | |
| SATURDAY 10 | | | | |

Kessey K
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
JUN 12 1978
CONSTRUCTION BRANCH
Richards
Berg
Inlow
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 4 | No activity. |
| MONDAY 5 | No activity. |
| TUESDAY 6 | No activity. |
| WEDNESDAY 7 | No activity. |
| THURSDAY 8 | No activity. |
| FRIDAY 9 | No activity. |
| SATURDAY 10 | No activity. |

## REMARKS

Semi-Final submitted Thursday of this week.

SIGNED Michael J. Gardner
Asst Res Engr
F.F. Barnett, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8705

8

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 13, 1978

D Mc D Corp.
P. O. Box 1012
La Grande, OR 97850

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8705 for the Brogan Hill Rock Production Project on the John Day Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3439
Portland, OR 97208

bc C. T. Kessey
Robert Church
Walt Hart
Jim Kinns
Wendell Schwartz
F. F. Burnett

8705

9

March 30, 1978

D Mc D Corp.
P. O. Box 1012
La Grande, OR 97850

Gentlemen:

Enclosed are three copies of Contract No. 8705 awarded to you on March 28, 1978, for the Brogan Hill Rock Production Project on the John Day Highway in Malheur County in the amount of $69,800.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc C. T. Keasey
Walt Hart
Robert Church
Wendell Schwartz
F. F. Burnett

8706 N. Banfield Intchg (UPRR 1978
Shoofly) Sec. of E Ptld. Fwy.
(Grading, paving & structures)

57[illegible]

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 9, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
Max J. Klotz

From: Gary A. Potter, Manager
for Program Section

Subject: Program Change
Project No. I-205-7(46)312
No. Banfield Int. (UPRR Shoofly) Sec.
East Portland Freeway
Multnomah County

I request your approval of a program change on the subject project to utilize appn code 042 funds to supplement appn code 045 funds. This change is necessary since the final cost and federal funds exceed the amount of 045 funds available and does not require a change in project numbering.

Revised financing to be as follows:

| | Appn Code | Total Cost | Federal Funds |
|---|---|---|---|
| Project Agreement | 045 | $1,217,144.00 | $1,122,693.00 |
| Unobligated Balance | 045 | 16,540.41 | 15,257.50 |
| | 042 | 19,750.88 | 18,218.21 |
| Total | | $1,253,435.29 | $1,156,168.71 |

The final voucher is being prepared for submittal under separate action.

CL:me
J. Peterson
General Files

Form 734-3122

8706

ñig cc: OSH (Coulter)

RTMENT OF TRANSPORTATION
ERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NUMBER<br>10 | REPORT NUMBER<br>4 | COUNTY<br>Multnomah 12-21-83 | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-21-83 | REPORT MADE BY<br>Clifford T. Christianson, Area Engineer | | PROJECT NO.<br>I-205-7(46)312 |
| COMPLETION DATE<br>2-28-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>5-29-79 | TIME ELAPSED<br>*100 | CONTRACT TIME<br>190 CWD |
| APPROVED EXTENSIONS<br>None | LOCATION<br>UPRR Crossing of Interstate 205 near N. Banfield Interchange | | |

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. BANFIELD INTERCHANGE (UPRR SHOOFLY)
EAST PORTLAND FREEWAY

Final total cost: $996,691; 10% underruns.

*The total contract was completed on time however, one of the two sub-units (stage "B") overran the specified completion date by 48 days and liquidated damages were charged accordingly.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 4 '84
REFER TO Kessey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

cy 1/9

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS [illegible] | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed By G. K. HOSSNER Field Operations Engineer<br>Clifford T. Christianson | | SIGNATURE<br>Original Signed By G. K. HOSSNER Field Operations Engineer<br>Glenn K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>12-21-83 | TITLE<br>Field Operations Engineer | DATE<br>12-22-83 |

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev 12-79)

8706

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5 #8706

November 23, 1979

Mocon Corporation
Post Office Box 3258
Salem, OR 97302

Attention: Robert D. Morrow

Gentlemen:

Re: Contract Time Extension
N. Banfield Interchange (UPRR Shoofly)
Contract No. 8706

Subsequent to our November 20 meeting with you, the matter of contract time on the above project was reviewed with our Chief Counsel. He confirmed what we stated to you in the meeting. The State can neither unilaterally change the contract duration, nor can it accept requests for additional contract time that are not submitted in accord with the provisions of the contract.

We are therefore unable to consider your request for additional contract time on the above project since your request was not submitted within the period of time provided in the contract.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Ed Hardt
H. M. Fillmore

RECEIVED
STATE HWY ENGR
NOV 27 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

8706

STATE OF OREGON
1859
~~ROBERT W. STRAUB~~
GOVERNOR
Vic Atiyeh

*Department of Transportation*
STATE HIGHWAY DIVISION

August 6, 1979

Mocon Corporation
P.O. Box 3258
Salem, OR 97302

Gentlemen:

Time Extension Request
N. Banfield Interchange
(UPRR Shoofly)
Contract No. 8706

Your request for additional contract time on the above project has been carefully reviewed. I regret to inform you that we cannot consider your request since it was not submitted within the time period allowed in the contract. Requests for additional contract time must be submitted "during the progress of the work" in order to receive consideration.

Please contact Resident Engineer Fillmore if you have further questions in this regard.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
H. M. Fillmore
Bob Church
FHWA

RECEIVED
STATE HWY ENGR
AUG 7'79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

Form 81-734 3123

8706

June 1, 1979

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8706 awarded to MOCON Corporation for work on the North Banfield Interchange (UPRR Shoofly) Section of the East Portland Freeway in Multnomah County was completed on February 28, 1979, and accepted by the State Highway Engineer on May 29, 1979.

Final payment in the amount of $31,600.65 will be released to the contractor after June 6, 1979. The total contract amount is $657,914.71 including $27,053.43 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: MOCON Corporation
425 Rural Avenue, S.E.
Salem, OR 97302

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8706

8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>5-41 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| MODIFICATION NUMBER<br>1 | 5-7-79 | Project Number<br>I-205-7(46)312 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 13, 19 78, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 862,267.00 | $ 1,217,144.00 |
| Federal funds | $ 795,355.00 | $ 1,122,693.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include additional approved item. (Work by UPRR)

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of May, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, OR May 1, 1979

Federal Aid Project
No. I-205-7(46)312

N. Banfield Interchange (UPRR Shoofly)
East Portland Freeway
Multnomah County

Revised Project Agreement

Type Code Y040
Railroad Shoofly (Sta. "L" 245+00)

| | | |
|---|---|---|
| Subtotal of previous estimate of March 31, 1978 | | $ 766,460.00 |
| Additional Approved Item | | |
| Work by UPRR | All Required | $ 354,877.00 |
| | Subtotal | $1,121,337.00 |
| | Engineering | 95,807.00 |
| | Total | $1,217,144.00 |

Length of Project. . . . . . 0.00 mile

| | |
|---|---|
| Federal Funds | $1,122,693.00 |
| State Funds | 94,451.00 |
| Total | $1,217,144.00 |

Group 1 - 100%
Contract 8706
Prefix: 626-1002

STATE COPY 8

8706

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>4-87 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT**<br><br>4-13-78 | te Oregon<br>County Multnomah<br>Project No. I-205-7(46)312 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Jct. I-80N

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-1-78 | 0.0 |
| OTHER *(Specify)* | | |

Pro-rata 92.24%

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 862,267 | $ 795,355 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By ____________________
Technical Services Engineer
*(Title)*

By ____________________
State Highway Engineer
*(Title)*

By ____________________
____________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator APR 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 31, 1978

Federal Aid Project
No. I-205-7(46)312

## N. BANFIELD INTERCHANGE (UPRR SHOOFLY)
## EAST PORTLAND FREEWAY
## MULTNOMAH COUNTY

Project Agreement Estimate.

### Type Code Y040
### Railroad Shoofly (Sta. "L" 245+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 70,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 7,000.00 |
| Temporary Signs | 300 Sq. Ft. | $ 7.50 | 2,250.00 |
| Temporary Barricades | 14 Each | 100.00 | 1,400.00 |
| Temporary Concrete Barriers | 3,625 Lin. Ft. | 5.00 | 18,125.00 |
| Moving Temporary Concrete Barriers | 9,100 Lin. Ft. | 2.20 | 20,020.00 |
| Temporary Plastic Safety Markers | 134 Each | 60.00 | 8,040.00 |
| Flagmen | 2,000 Hour | 18.00 | 36,000.00 |
| Temporary Reflective Pavement Markers | 168 Each | 5.00 | 840.00 |
| Sequential Arrow Signs | 2 Each | 3,000.00 | 6,000.00 |
| Clearing and Grubbing | All Required | | 10,600.00 |
| Removal of Structures and Obstructions | All Required | | 4,350.00 |
| General Excavation | 38,220 Cu. Yd. | 2.00 | 76,440.00 |
| Watering | 500 M-Gal. | 6.50 | 3,250.00 |
| 1"-0 Aggregate Base | 8,500 Ton | 7.25 | 61,625.00 |
| Class "B" Asphalt Concrete | 4,700 Ton | 17.50 | 82,250.00 |
| 8-inch Culvert Pipe | 72 Lin. Ft. | 14.00 | 1,008.00 |
| 8-inch Sewer Pipe | 104 Lin. Ft. | 12.00 | 1,248.00 |
| Concrete Inlets, Type G-1 | 3 Each | 520.00 | 1,560.00 |
| Concrete Inlets, Type P Modified | 1 Each | 550.00 | 550.00 |
| Capping Inlets | 1 Each | 275.00 | 275.00 |
| Concrete Barrier | 3,938 Lin. Ft. | 14.00 | 55,132.00 |
| Drainage Curbs | 190 Lin. Ft. | 1.50 | 285.00 |
| Adjusting Manholes | 1 Each | 470.00 | 470.00 |

| | | | |
|---|---|---|---|
| Roadside Seeding and Mulching | 6 Acre | 800.00 | 4,800.00 |
| Railroad Shoofly | All Required | | 108,260.00 |
| Temporary Haul Road Structure | All Required | | 99,242.00 |
| Roadway Illumination Installation, Complete | All Required | | 32,000.00 |
| | | | $713,020.00 |

| Anticipated Items | | |
|---|---|---|
| Railroad Protective Cost | All Required | $ 51,000.00 |
| Permanent Pavement Striping (S.F.) | All Required | 220.00 |
| Remove Pavement Striping (S.F.) | All Required | 420.00 |
| Temporary Erosion Control (E.W.) | All Required | 1,000.00 |
| On-the-Job Trainees (1 at $800) | All Required | 800.00 |
| | | $ 53,440.00 |
| | Subtotal | $766,460.00 |
| | Engineering | 95,807.00 |
| | Total | $862,267.00 |

Length of Project - - - - - - - - - - 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

| | | |
|---|---|---|
| Work by UPRR | All Required | $380,000.00 |
| Furnish and Install Temporary R/W Fence | All Required | $ 7,500.00 |

| | |
|---|---|
| Federal Funds (92.24%) | $795,355.00 |
| State Funds | 66,912.00 |
| Total | $862,267.00 |

Group 1 100%

Contract No. 8706

Prefix: 626-1002

8706

1-205

**UNION PACIFIC RAILROAD COMPANY**
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

J. M. KRIER
SUPERINTENDENT
OREGON DIVISION

P.O. BOX 8979
PORTLAND, OREGON 97208

May 4, 1979

D 323-1-116

* 8-15-79
Tison ran in field.
It fits O.K.
DNS
Copy to Roger T.

Mr. Roger D. Trygstad
Railroad & Utility Engineer
Oregon State Dept. of Transportation
Highway Bldg.
Salem, Oregon 97310

Dear Mr. Trygstad:

Please refer to your letter of February 12 concerning the possibility of connecting a portion of the shoofly to the existing main line in the vicinity of the North Banfield Interchange Section of the East Portland Freeway.

Attached is drawing prepared in our office that shows the alignment approved by the railroad.

If this is acceptable, please advise and we will prepare cost estimate.

R-300

Yours very truly,

J. M. Krier

J. M. Krier

* 5-10-79
To Tison to check in field.
DNS

REFERRED TO DNS
✓ Stoudenmeyer
Beard
Sample
Cole
Watson
Eriksen
Lau
Hager
Dorn
Return
Do File Copy
Due
BY FINAL DESIGN ENGINEER

xc: Don Stoudenmeyer — Comments please.
Roger

1 Verstoeg ✓
Anderson
2 Christiansen Don
3 Olson ACG
4 Sullivan JWS
Terpin
Travis
Wekerlig

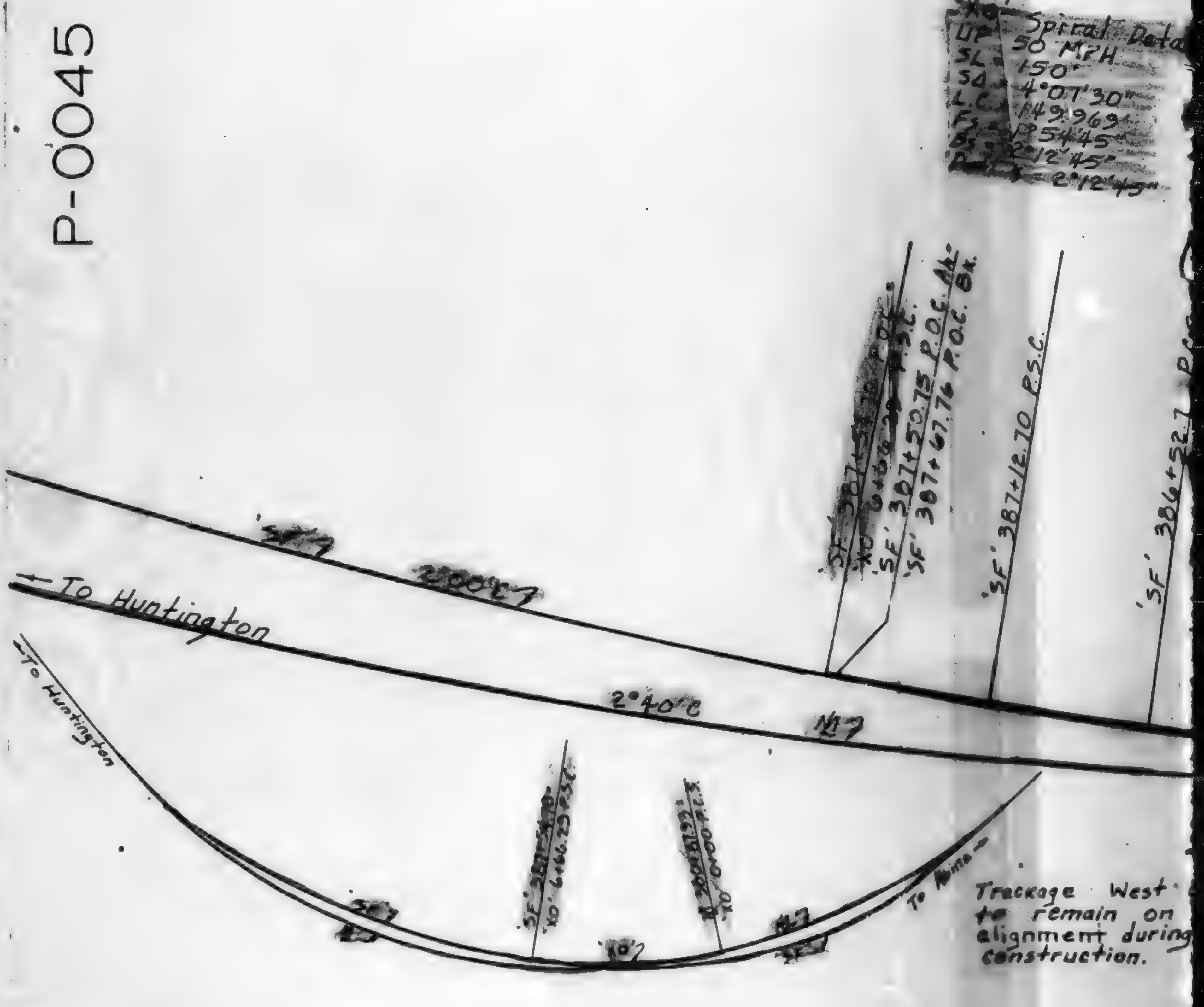
Paul
A.E.
O.b.

RECEIVED
MAY 0 8 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
At

RECEIVED
MAY 8 1979
RR & UTILITY UNIT

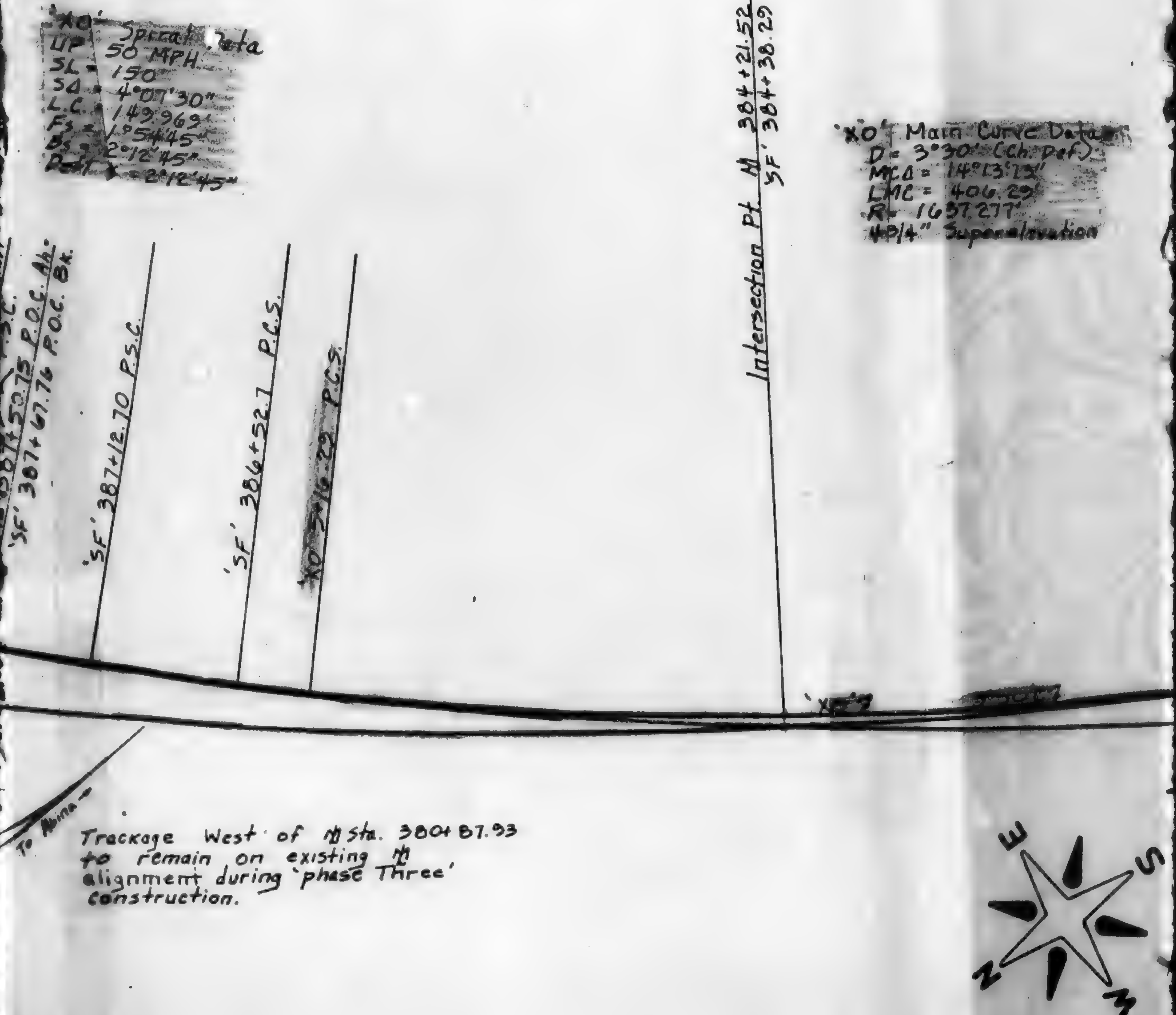
P-0045



Spiral Data
UP 50 MPH
SL 150'
SΔ 4°07'30"
L.C. 149.969
Fs 1°54'45"
Bs 2°12'45"
2°12'45"
'SF' 387+50.75 P.O.C. Ah.
'SF' 387+67.76 P.O.C. Bk.
'SF' 387+12.70 P.S.C.
'SF' 386+52.7 P.S.C.
←To Huntington
2°40'C
To Huntington
To Mine
Trackage West to remain on alignment during construction.

VICINITY MAP

Scale 1" = 500'

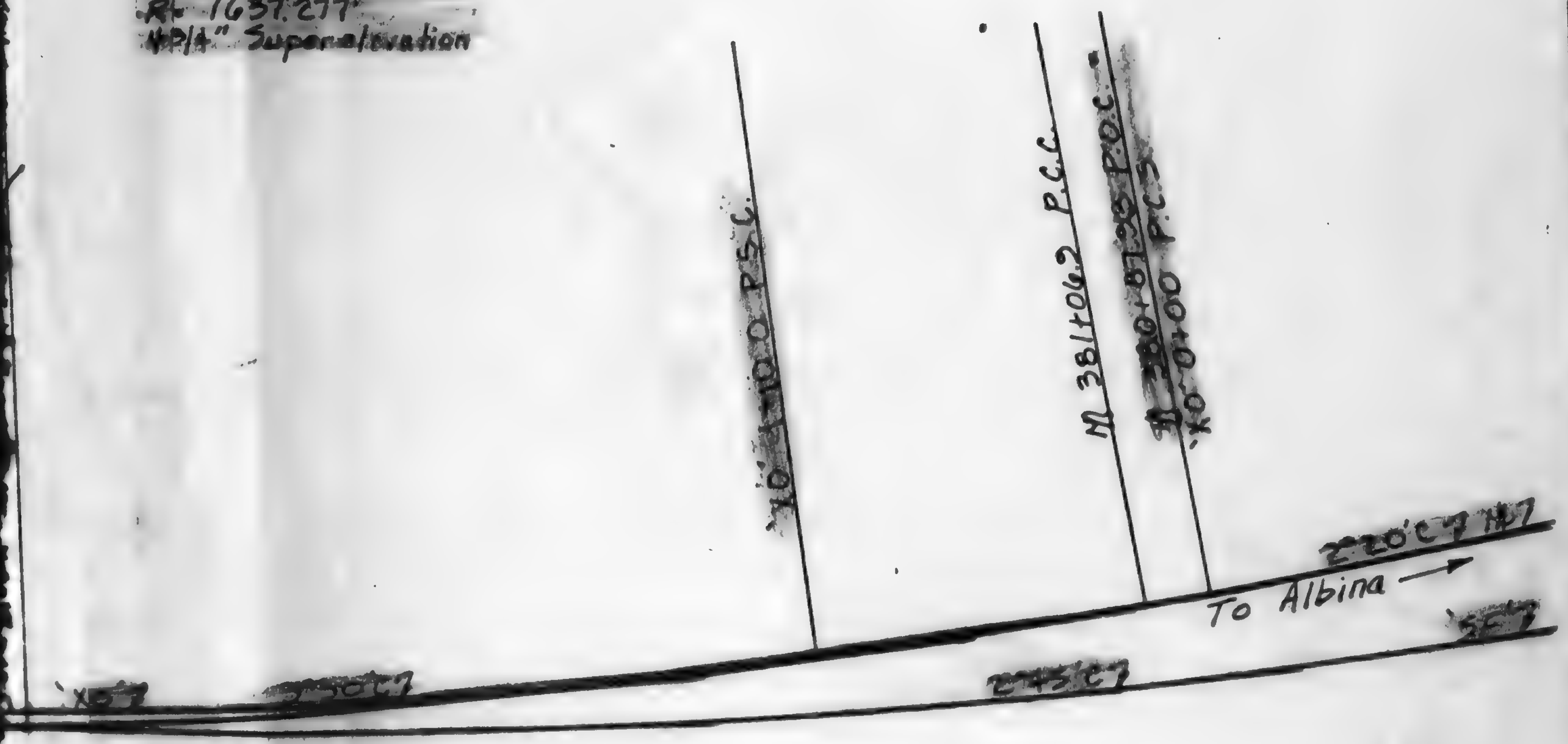

'XO' Spiral Data
UP 50 MPH
SL = 150
SΔ = 4°07'30"
L.C. = 149.969'
Fs = 1°54'45"
Bs = 2°12'45"
Def't = 2°12'45"
'XO' Main Curve Data
D = 3°30' (Ch. Def.)
MCΔ = 14°13'23"
LMC = 406.29'
R = 1637.277'
4P/4" Superelevation
Intersection Pt. ℄ 384+21.52
'SF' 384+38.29
387+50.75 P.O.C. Ah.
'SF' 387+67.76 P.O.C. Bk.
'SF' 387+12.70 P.S.C.
'SF' 386+52.7 P.C.S.
'XO' 3[illegible]16.29 P.C.S.
'XP'
To Akina
E
S
W
N

Trackage West of ℄ Sta. 380+87.93 to remain on existing ℄ alignment during 'phase Three' construction.

P-0045

'XO' Spiral Data
U.P. 50 MPH
SL = 110'
SΔ = 3°12'00"
L.C. = 109.987'
Fs = 1°31'05"
Bs = 1°40'55"
Defl ∡ = 1°31'05"

'XO' Main Curve Data
D = 3°30' (Ch. Def.)
MCΔ = 14°13'73"
LMC = 406.29'
R = 1637.277'
NP/4" Superelevation


'XO' 1+10.00 P.S.C.
M 381+06.2 P.C.C.
M 380+87.28 P.O.C.
'XO' 0+00 P.C.S.
To Albina
'XO' 7
2'45 C7
SF 7

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

M. P. 7.1 Clarnie, Oregon - Main Line

Proposed cross over from Main Line alignment to shoofly alignment.

--- Legend ---

Proposed crossover shown -------------- Red
Main Line shown ---------------------- Blue
Shoofly shown ----------------------- Green

Off. of Divn. Engr.
Scale: 1" = 50'

Albina, Oregon
April 10, 1979

8706

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION: N. Banfield Intchge. (UPRR Shoofly) | WEEK ENDING: April 27, 1979 |
| | | SECTION PREFIX: 626-1002 |
| | HIGHWAY: East Portland Freeway | COUNTY: Multnomah |
| NAME OF JOB: N. Banfield Intchge. (UPRR Shoofly) | KIND OF WORK: Grading, Paving and Structures | FEDERAL AID PROJECT NUMBER: I-205-7(46)312 |
| CONTRACTOR: MOCON Corporation | CONTRACT NUMBER: 8706 | ESTIMATED COMPLETION DATE: May 1, 1979 |
| DATE OF CONTRACT: March 28, 1978 | DATE WORK STARTED: May 1, 1978 | WORK DAYS USED: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS: | CALENDAR DAYS USED: 190 |
| | SPECIFIED CALENDAR DAYS: 190 | PERCENT OF TIME ELAPSED: a)100% b) 128% c) 100% |
| PROJECT AUTHORIZATION: $1,298,205.00 | SPECIFIED COMPLETION DATE: a) 8/1/78 b) 9/1/78 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 80.6 |
| EXCLUSIVE OF ENGINEERING: $1,205,889.00 | ENGINEERING AUTHORIZATION: $92,316.80 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Eng. 65.5 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,054,408.32 | ENGINEERING COST TO DATE: $73,522.14 | DATE PROJECT WAS COMPLETED: (Contract Work) February 28, 1979 |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 12.6% | PERCENT OF AUTHORIZATION: 79.6% | |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | .67 | .67 | | | .39 |
| MILES PARTIALLY COMPLETED | .67 | .67 | | | .39 |
| MILES COMPLETED | .67 | .67 | | | .39 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 38,220 CY | 8,500 T | | | 4,700 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 36,684 | 8,032 | | | 3,965 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 36,684 | 8,032 | | | 3,965 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: -

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 13514G-A | | 13514F-A | | | | | |
| PERCENT | 100% | | 100% | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
APR 30 1979
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

FINAL REPORT

Semi-Final submitted 4-26-79

SIGNED HM Fillmore LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8706

8

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAY 7 - '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

DATE: April 27, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-205-7(46)312

Contract 8706, Work Completed February 28, 1979

Project N. Banfield Int. (UPRR Shoofly)

Highway E. Portland Freeway

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Final Inspection 4-9-79 C.T.C.

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
MAY 4 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

Form 81-734-3122 (Rev. 7-77)

8706 1-205-39

ROW 18-2

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 12, 1979

In Reply Refer to
File No.:

Union Pacific Railroad Company
P. O. Box 8979
Portland, OR 97208

Attention R. S. Orr

North Banfield Interchange
(UPRR Shoofly) Section
East Portland Freeway
Multnomah County

Dear Bob:

As per our telephone discussion of this morning, I am sending two copies of a drawing showing the possibility of connecting a portion of the shoofly to the existing railroad tracks with a three degree, thirty minute curve which would allow 60 mile per hour trains.

I would like your review and comments regarding this proposal. If it is acceptable to Union Pacific, I would like to be advised of any cost over and above that covered in our agreement.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosure
bc: Don Stoudenmeyer

REFERRED TO Dud
Beard
Cole
Erikson
Hager
Stoudenmeyer
Sample
Watson
Lau
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
I Christensen De
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
FEB 13 1979
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

AN EQUAL OPPORTUNITY EMPLOYER

Form 734-3122

#2706 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
*Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 15, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(46)312
Deck Difficulties - UPRR Shoofly

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

Mr. Hopkins' letter of December 13, 1978 explains in detail the use of concrete received from the Sandy Blvd. undercrossing for the deck concrete on the UPRR shoofly.

We agree with Mr. Hopkins that everyone did what they should have under the circumstances with the exception of transferring the concrete certification.

Thank you for clarifying the situation. The matter has been resolved to our satisfaction and we will withdraw our objection to payment.

G. L. Green

cc:
ODOT (C T Keasey)

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 17'79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

#8766 1-12-79

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(46)312

STATE [illegible]CT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80131

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-12-79

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

North Banfield Interchange (UP RR Shoofly) Section

GENERAL DESCRIPTION OF WORK:

Railroad Work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-29-78, I approve the installation of a switch at each end of the shoofly track by the Union Pacific Railroad Company under the approved agreement dated May 5, 1978, subject to appropriate salvage credit upon removal at a TEC of $34,000 with Federal participation limited to $31,360.

NOTED
F. B. KLABOE Swan
1-16

DATE 1-12-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-757

5706

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

**NOTED**
**H. S. COULTER**

RECEIVED
STATE HWY ENGR
DEC 14 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE: December 13, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: George N. Hopkins
Field Engineer (Structures)

SUBJECT: HBR-OR-11/9/78
Deck Concrete
UPRR Shoofly
Contract 8706

We have reviewed the sequence of events that led up to using the load of concrete in question.

On October 18, 1978, Mocon Construction was pouring a sidewalk on the NE Sandy Blvd. U'Xing using concrete from the Willamette Concrete Company. At about 2 p.m., the contractor had a large amount of concrete in the sidewalk forms but, according to the inspector, did not have enough qualified finishers to keep up with the pouring. Also, at this time, the concrete pump broke down and the contractor was trying to find a replacement, or someone to fix the broken down pump. The truckload of concrete next in line had been mixed at about 12:30, and since the inspector could see it would be at least an hour before he could use the concrete, he told the contractor he was rejecting the load of concrete. Helping to make the decision was the fact that he had used about two wheelbarrow loads of the concrete and it was very stiff (3-4 inch slump).

The contractor had another concrete pour going on at this time, the deck pour for the temporary Banfield haul road overcrossing with the concrete being furnished by Ross Island. The contractor told the Assistant Resident Engineer on the Banfield project that he had an extra load of concrete on another nearby job, and asked if it could be used to finish out the deck pour. The contractor needed about 2 yards of concrete to finish the deck and had ordered a 3 yard load from Ross Island, but was facing a 3-4 hour delay in delivery due to Ross Island's schedule. The Assistant Resident told the contractor it would be acceptable if it was less than 2 hours old when placed. When the Willamette concrete truck arrived on the Banfield project, the inspector rejected the load because the driver didn't have the State copy of the concrete certification. The inspector on the Sandy job had kept it when he rejected the load. The Assistant Resident told the inspector to go ahead and use it. Some of the factors influencing the decision to accept this load of concrete were:

1. We reserved the right to accept or reject the concrete based on visual inspection at the time it was poured.

2. The concrete in question, from Willamette, was 5,000 pound concrete (7-1/2 sack mix) and the concrete on the temporary Banfield Structure was 4,000 pound concrete.

3. We were faced with bulkloading the deck about 2 feet short of the end of the structure while we waited for the additional load from Ross Island.

4. We could and would test the concrete after it was in place, either by coring or by the Swiss Hammer.

The concrete was used to finish the deck pour. We didn't do any coring, but we did test the deck at several locations with the Swiss Hammer. The concrete supplied by Willamette from the Sandy Blvd. job shows as good as or better results than the rest of the deck.

The Assistant Resident Engineer on the Banfield project verbally reprimanded the contractor for not giving him all the facts concerning the extra load of concrete from the Sandy Blvd. project. Other than this we don't consider it necessary to take any further action. In fact, everyone concerned with this situation did just about what they were supposed to do. The inspector on the Sandy Blvd. project was having difficulty with the contractor in getting enough qualified concrete finishers on the job at the time, and part of the reason for rejecting the concrete when he did was to make a point with the contractor. This point has been made, because in subsequent pours, the contractor has had everything ready for the concrete and adequate finishers on the job. The inspector on the Banfield project rejected the load of concrete because it didn't have proper certification, and the Assistant Resident Engineer, with more knowledge of what was going on, and other considerations mentioned previously, assumed the responsibility and made the correct decision to use the concrete. The contractor can't be faulted for trying to efficiently utilize his concrete, although it was marginally out of specification with regard to time of mixing.

We consider this matter to have been appropriately resolved and feel that all persons involved acted in a prudent manner and exercised good engineering judgement.

GNH:mk

cc: H. S. Coulter
Marion Craft

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 9, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(46)312
Deck Concrete Difficulties UPRR Shoofly

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter
State Highway Engineer
Oregon Department of Transportation

It has been brought to our attention that some overmixed concrete was placed on the deck of the above structure.

It appears that there may have been an inappropriate decision involving some substandard concrete and, therefore, we will defer payment on the deck concrete item until the problem has been satisfactorily reviewed, resolved, and appropriate action taken.

G L Green
G. L. Green

cc:
C. T. Keasey (OSHD)
Marion Craft (OSHD)

RECEIVED
STATE HWY ENGR
NOV 14 '78
REFER TO
Keasey
FOR
Info | Imme | H&P | D.R | Sign | Act | File

orig to

8706

Form 81-734-3208

STATE COPY

OREGON STATE HIGHWAY DIVISION

# Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8/4/78 9
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hoener
TITLE Field Operations Engineer
DATE 8/17/78
FEDERAL HIGHWAY ADMINISTRATION

Project Name E. Banfield Intchge. (UPRR Shoofly)
Highway East Portland Freeway
County Multnomah
Contractor MOCON Corporation
Address P.O. Box 3258 Salem, OR 97302

Date August 1978
Contract No. 8706
Prefix 626-1002
F. A. Project No. I-205-7(46)312
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish UPRR with ties, walkway lumber, holddown assemblies, drift spikes and nails.

RECEIVED
STATE HWY ENGR
AUG 22 '78
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

OE RE RME [✓ RCE] BE
TE RECEIVED RSM
UE AUG - 2 1978 RSC
SO REGION I RBI
TO

Location by station numbers:

SF 392+26.72 to SF 394+20.72.

Estimate of quantities and cost:

| | | | |
|---|---|---|---|
| Custom Cut Ties and Outlookers | 18,933 Bd.Ft. @ $90[illegible]/MBF | = | $17,080.00 |
| | 1,767 " " @ $400/MBF | = | 747.00 |
| Walkway Lumber and Decking | | = | 379.00 |
| Holdown assemblies as per list | | = | 75.00 |
| Drift Spikes and Nails | | = | 2,742.00 |
| + 15% margin | | = | 1,000.00 |
| Labor-Handling and distribution of ties | | = | 1,000.00 |
| Equipment-Handling and distribution of ties | | | $23,023.00 |

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

UPRR has requested State to furnish those items. Cost will reduce reimbursement to UPRR. Cost estimated from costs for same work on Columbia Blvd. Shoofly.

NOTED [illegible]

**INSTRUCTIONS:** A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

| | |
|---|---|
| Project authorization | $1,29[illegible],205.00 |
| Present estimate of project costs, including $23,023.00 for work under this order | $1,2[illegible],205.00 |
| Expected under-run / over-run amount | $ – |
| Expected under-run / over-run per cent | – |

Space to right of this line is for use of Salem Office

Submitted by: H M Fillmore
Resident Engineer

Approval Recommended: Marion Croft
Regional Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer
For:

Approved O. B. Jackman For
Construction Engineer
8-4-78

SP*79804-734

8706

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

7-28-78

FEDERAL AID PROJECT NO. 05-7(46)312

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80131

FROM:

G. L. Green, Division Admininstrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>3-1-78 | DATE AUTHORIZATION EFFECTIVE<br>7-5-78 | FEDERAL ROUTE NUMBER Interstate 205<br>STATE ROUTE NUMBER Primary 64 |

GENERAL LOCATION:

N. Banfield Interchange - (UPRR Shoofly)

GENERAL DESCRIPTION OF WORK:

Construct RR Shoofly.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXAGREEX XXXXXXXXOR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 7-21-78 letter you are authorized to proceed with the work covered by the Agreement with Union Pacific Railroad Company, approved by the Highway Division on 7-5-78 at a total estimated cost of $354,877 Federal Funds $327,338.

Swan
8-1

| | | |
|---|---|---|
| DATE<br>7-28-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form FHWA 121 (Rev. 5-73) # 8706

9

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTM T OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 9, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7( )
UPRR Maintenance Access Br. No. 13514L
and UPRR O'xing of "$B^C$" (No. 13514G)
North Banfield Interchange

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Attn: Mr. Walt Hart, Structures

We approve the preliminary plans for the UPRR maintenance access bridge and the revised UPRR O'xing "$B^C$" as submitted in Mr. Hart's April 14, 1978, letter. We understand this maintenance access structure (Br. No. 13514L) can double as a sign structure. Please study the layout and include signing on this bridge. You may proceed with the final plans for both bridges.

For G. L. Green

RECEIVED
TECHNICAL SERVICES

MAY 10 '78

REFER TO Walt Hart 5-11-78

FOR

| Info | Invest | R/C | D/R | Sign | Ret | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

NOTED
Versteeg

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 14, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTE

UPRR Maintenance Access Bridge
North Banfield Interchange Section
Multnomah County
Bridge 13514L

Enclosed are two reduced prints of drawings 33331, 28954, and 31887, which are the preliminary plan and elevation and vicinity map for the maintenance access bridge requested by UPRR, and the preliminary plan and elevation of the previously approved mainline structure revised to show the access bridge.

The proposed structure provides a 12-foot roadway for railroad maintenance vehicles to gain access to both ends of the mainline structure. This was in lieu of widening the existing mainline structure to accommodate the maintenance road. The Railroad would not accept any alternate routes to each end of the structure because of the length of any routes found possible. The structure crosses several of the Banfield-I-205 connecting ramps.

The structure is of standard precast Bulb-T elements to keep cost to a minimum. Estimated cost of the structure, based on approximate quantities and including an allowance for engineering and contingencies, is $115,000. This compares to $500,000± for widening of the mainline structure.

Preliminary foundation information indicates the use of spread footings at all bents. The Foundation Recommendation will be sent to you as soon as it becomes available.

This is being submitted to you as a preliminary for your approval. It has been discussed with Cliff Christensen, FHWA, and the location and requirement for the structure verbally approved by him.

RECEIVED
TECHNICAL SERVICES
APR 14 '78
REFER TO

Walter J. Hart
Structural Design Engineer

L. L. WALLACE

L. L. Wallace
Assistant Structural
Design Engineer
Enclosures

cc E. S. Hunter
D. H. Moehring

Form 81 731 000

#8706

2

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL D/OR AUTHORIZATION**

5-2-78

FEDERAL AID PROJECT NO
I-205-7(46)312

ST PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80131

**TO:**

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER<br>STATE ROUTE NUMBER |
|---|---|---|
| 3-1-78 | 4-12-78 | Interstate 205<br>Primary 64 |

GENERAL LOCATION:

"Banfield Interchange (UPRR Shoofly)"

GENERAL DESCRIPTION OF WORK:

Temporary Pavement Striping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 4-12-78, as requested in Mr. Keasey's letter of 4-26-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $500 Federal Funds $462.

NOTED
F. B. KLABOE
5-5

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5-2-78 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★U.S. GOVERNMENT PRINTING OFFICE. 1976—620-787

8706.

8

~~ROW 18-2~~

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

April 10, 1978

SXF 973
PUX 1201

Mr. H. S. Coulter
State Highway Engineer
Room 129 Transportation Building
Salem OR 97310

Dear Mr. Coulter:

Enclosed is a copy of Order No. 78-217 issued by the Public Utility Commissioner on April 3, 1978, relative to the above-subject matter.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
enclosure
cc: C. R. Burghart-FHWA
E. S. Hunter
W. J. Hart
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2)
H. E. Woodward
H. M. Fillmore
R. P. Hamilton
Bob Judson
J. L. Sollis

Form 81-734-3122

Applicant proposed, and all parties agree, that applicant will bear 100 percent of the cost of construction of the separated undercrossing.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to construct the separated crossing as requested herein is hereby granted.

(2) Applicant shall:

(a) Construct the separated undercrossing structure, and bear all the cost thereof;

(b) Maintain the structure, up to the bottom of the beams except for the beam-bearing assemblies, and bear all the cost thereof;

(c) Bear the cost of maintaining all highway appurtenances to the crossing structure;

(d) Bear the cost of all damages to the structure caused by motor vehicle traffic on the highway; and

(e) Notify the Commissioner upon completion of the project.

(3) Oregon-Washington Railroad & Navigation Company and its leasee, Union Pacific Railroad Company, shall maintain the structure above the bottom of the beams plus the beam bearing assemblies, railroad tracks, railroad drainage and all railroad facilities, and bear all the cost thereof.

ORDER NO. 78-217
Crossing No. 2A-007.49-B

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 973

| | |
|---|---|
| In the Matter of the Application of STATE OF OREGON, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.040, to construct a separated crossing of "Bc" off-ramp of North Banfield Interchange, East Portland Freeway and Union Pacific Railroad Company, Main Line (MP 7.49), near Parkrose, Multnomah County, Oregon. | ORDER |

On November 25, 1977, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct a separated undercrossing of the East Portland Freeway (I-205), "Bc" Ramp, North Banfield Interchange, a highway under the jurisdiction of applicant, beneath the main track of the Oregon-Washington Railroad & Navigation Company and its leasee Union Pacific Railroad Company, Graham Line, near Parkrose, Multnomah County, Oregon.

Applicant proposes to construct a two span steel box girder bridge, 208 feet in length, to carry the railroad track over the "Bc" Ramp of the Banfield Interchange which will provide access between the existing Banfield Freeway (I-80) and the under construction East Portland Freeway (I-205).

Copies of the application and responses thereto were duly served upon Oregon-Washington Railroad & Navigation Company and its leasee Union Pacific Railroad Company, Multnomah County, State Department of Land Conservation and Development and applicant. No objection by any party has been made to the application.

Applicant proposed, and all parties agree, that applicant will bear 100 percent of the cost of construction of the separated undercrossing.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to construct the separated crossing as requested herein is hereby granted.

(2) Applicant shall:

- (a) Construct the separated undercrossing structure, and bear all the cost thereof;
- (b) Maintain the structure, up to the bottom of the beams except for the beam-bearing assemblies, and bear all the cost thereof;
- (c) Bear the cost of maintaining all highway appurtenances to the crossing structure;
- (d) Bear the cost of all damages to the structure caused by motor vehicle traffic on the highway; and
- (e) Notify the Commissioner upon completion of the project.

(3) Oregon-Washington Railroad & Navigation Company and its leasee, Union Pacific Railroad Company, shall maintain the structure above the bottom of the beams plus the beam bearing assemblies, railroad tracks, railroad drainage and all railroad facilities, and bear all the cost thereof.

After completion, the separated crossing structure shall have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner.

Made, entered and effective April 3, 1978.

Charles Davis
CHARLES DAVIS
Public Utility Commissioner

md

8706

2

ROBERT W. STRAUB
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 7, 1978

**MOCON Corporation**
**425 Rural Ave. S.E.**
**Salem, OR 97302**

[redacted]

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8706 for work on the North Banfield Interchange (UPRR Shoofly) Section of the East Portland Freeway in Multnomah County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

**cc** **U.S. Fidelity & Guaranty Co.**
**P. O. Box 3439**
**Portland, OR 97208**

**bc** **C. T. Keasey**
**Walt Hart**
**Robert Church**
**Jim Kinns**
**Ed Hardt**
**H. M. Fillmore**

8706

8

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
H. M. Fillmore
SAIF
Fran
Ed Hunter

March 29, 1978

MOCON Corporation
425 Rural Avenue S.E.
Salem, OR 97302

Gentlemen:

The Oregon Transportation Commission on March 28, 1978, accepted your proposal for work on the North Banfield Interchange (UPRR Shoofly) Section of the East Portland Freeway in Multnomah County for the sum of $713,020 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8706.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. For the completion of this project, there are three contract times. Please refer to Section 108.08 in the contract for two specified completion dates. The calendar workday count on this contract will begin April 10, 1978, as mentioned in Section 108.08(c).

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8706

8

March 24, 1978

MOCON Corp.
P. O. Box 3258
Salem, OR 97302

Gentlemen:

We have carefully examined the documents you submitted and information you verbally presented to us around 3 p.m., March 23, 1978.

Our finding is that we cannot allow the request to adjust your bid of $713,020.00 by $45,202.00 for shoring and cribbing which you state was omitted from the price you bid.

We are recommending to the Transportation Commission that they award the N. Banfield Interchange (UPRR) Shoofly Project to MOCON Corp. at the price bid ($713,020.00). You will be advised of their decision next week.

Very truly yours,

E. S. Hunter
Technical Services Engineer

ESH:ja

bc F. B. Klaboe
Cecil Head
Gerald Wimer
R. W. Ellison
Len Wallace
Jack Sollis

All present at 3 p.m., March 23, 1978 meeting.

Hand delivered
discussed

RECEIVED
TECHNICAL SERVICES
MAR 24 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

CORPORATION

March 24, 1978

Mr. E. S. Hunter
Oregon State Highway Division
Salem, Oregon

Project: N. Banfield Interchange (UPRR Shoofly)
East Portland Freeway
Date of Proposal: March 23, 1978

Dear Mr. Hunter,

Our proposal submitted on March 23, 1978, 9:00 A.M. did not include money to cover the shoring which is required on this project.

The following is what happened.

The proposal form did not have a bid item for "Shoring and Cribbing" as most of your projects include. The drawings noted that shoring is to be provided in accordance with the specifications, which calls for shoring to be incidental to the work. We had our bid summary sheet nearly complete and were trying to determine where to enter our cost for shoring on the bid form. We did not want to include the amount in mobilization because that figure would be over 10% of the total bid amount. We then considered including the amount in excavation and didn't think that was a very good idea. We were also bidding on the Stark Street project and were putting both projects together at the same time.

At about 3:30 A.M., the same morning of the bid, we completed filling in the bid form with the exception of Bid Item #28, Electrical which was to be left open for any last minute adjustments in the bid.

At 9:00 A.M. we turned in our bid and left about $56,000.00 on the table, under Hensel-Phelps Construction Company. After the reading of the bids we waited and heard the unit prices of the other bidders. From the bid letting we went to a resturant to have coffee with our accountant and started looking over the unit prices of the other bidders and wondered where they burried the shoring in their unit prices. At that point I looked at Dave Nelson and broke out in a sweat and told him we did not have the shoring in our bid. We went to our office and checked our bid tabulation and verified that the shoring price was not included in the total bid amount. Dave

cy Sallis
Moehring

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

Nelson then called Mr. Cecil Head and informed him of our Error in our proposal. We then had our meeting with you and your staff and disclosed all of our bid documents, subcontractor quotations, work sheet, and bid tabulation sheet.

We hereby request a correction in our total proposal for an additional amount of $45,202.00 to cover our estimated cost of shoring. This amount does not include any overhead or profit which we are waivering under the circumstances.

Your decision will be respected.

Sincerely,

Robert D Morrow Jr.

Robert D. Morrow, Jr.

RDM:bkm

RECEIVED
MAR 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: General Files

DATE: March 23, 1978
11:40 a.m.

FROM: C. W. Head, Manager
Commission Services

SUBJECT: March 23, 1978 Bid Letting

I received a telephone call from Dave Nelson with MOCON Corporation concerning their low bid this morning in the amount of $713,020 on the North Banfield Interchange (UPRR Shoofly) Section Project in Multnomah County. I connected Ed Hunter in on the call.

Nelson told us that they inadvertently left out a shoring item amounting to $45,202. He said they have their documents (worksheets) to verify this and asked if anything could be done.

Hunter told Nelson that he would round-up our attorney and specifications man and would get back to them prior to noon today to set up a joint meeting. Hunter made no commitment to Nelson but said their presentation and documents would be considered.

Dave Nelson and Bob Morrow contacted me immediately after reading the bids this morning to look at their proposal on this project. They then came into my office and ran a tape of the proposal bid schedule.

CWH:kkr

cc: ✓E. S. Hunter
Jack Sollis

81-125-1387

# N. BANFIELD INTERCHANGE.

| ITEM | QUAN | UNIT COST | TOTAL COST | UNIT BID | TOTAL BID | MARK-UP |
|---|---|---|---|---|---|---|
| MOB | ALL | 36660- | 36660- | 70000- | 70000- | 33340- |
| TEMP PROT & DIRECTION | ALL | (2800) 5500- | 5500- | 7000- | 7000- | 1500- |
| TEMP SIGNS | 300 Φ | $7^{00}$ $7^{25}$ | 2175- | $7^{50}$ | 2250- | 75- |
| TEMP BARRICADES | 14 EA | $100^{00}$ 100- | 1400- | 100- | 1400- | 0 |
| TEMP CONC BARRIERS | 3,625 L' | 1.- | 3625- | 5- | 18125- | 14500- |
| MOVING TEMP BARRIERS | 9,100 L' | 3 3- | 27300- | $2^{20}$ | 20020- | (7280) |
| TEMP. PLASTIC SAFETY MKS. | 134 EA | 70 70- | 9380- | 60- | 8040- | (1340) |
| FLAGMEN | 2000 [illegible] | 18 18- | 36000- | 18- | 36000- | 0 |
| TEMP. REFLECTIVE MARKERS | 168 EA | 5 5- | 840- | 5- | 840- | 0 |
| SEQUENTIAL ARROW SIGNS. | 2 EA | 2500 2500- | 5000- | 3000- | 6000- | 1000- |
| CLEAR & GRUB | ALL | 7500 7500- | 7500- | 10600- | 10600- | 3100- |
| REMOVAL OF STRUCTURES | ALL | 3500 3500- | 3500- | 4350- | 4350- | 850- |
| GEN. EXC. | 38,220 cy | $2^{23}$ $2^{22}$ | $84848^{40}$ | $2^{00}$ | 76440- | ($8408^{40}$) |
| WATERING | 500 M GAL | $6^{50}$ $6^{50}$ | 3250- | $6^{50}$ | 3250- | 0 |
| 1"-0" AGG. BASE | 8,500 TON | $7^{25}$ $7^{25}$ | 61625- | $7^{25}$ | 61625 | 0 |
| CLASS "B" ASPHALT | 4,700 TON | $17^{50}$ $17^{50}$ | 82250- | $17^{50}$ | 82250- | 0 |
| 8-INCH CULVERT PIPE. | 72 L' | $13^{00}$ $13^{00}$ | 936- | 14- | [illegible] | 72- |
| 8-INCH SEWER PIPE | 104 L' | $11^{00}$ $11^{00}$ | 1144- | 12- | 1248- | 104- |
| CONC INLETS - TYPE G-1 | 3 EA | 500 $500^{00}$ | 1500- | 520- | 1560- | 60- |
| " " " P MODIFIED | 1 EA | 500 $500^{00}$ | 500- | 550- | 550- | 50- |
| CAPPING INLETS. | 1 EA | $150^{00}$ $150^{00}$ | 150- | 275- | 275- | 125- |
| CONCRETE BARRIER | 3,938 L' | $15^{00}$ 15- | 59070- | $14^{00}$ | 55132- | (3938) |
| DRAINAGE CURBS | 190 L' | ✓ $1^{50}$ | 285- | $1^{50}$ | 285- | 0 |
| ADJUSTING MANHOLES | 1 EA | 500 500- | 500- | 470 | 470- | (30) |
| ROADSIDE SEEDING & MULCH. | 6 ACRES | ✓ 800- | 4800- | 800- | 4800- | 0 |
| RAILROAD SHOOFLY | ALL | 68260- | 68260- | 108260- | 108260- | 40000- |
| TEMP HAUL ROAD. STRUCT. | ALL | 119242- | 119242- | 99242- | 99242- | (20000) |
| ROAD ILLUMINATION | ALL | (26,712) 31000 | 31000 | 32000- | 32000- | 1000- |
| | | | $658240^{40}$ | | 713020- | $53779^{60}$ |

| | |
|---|---|
| OLD BID | 27000 |
| RR. INS. | 4000 ← EXTRA. |
| | 31000- |

PRACTICAL Standardized Forms for Contractors
FORM 514

## GENERAL ESTIMATE

BUILDING N. BAIlFIELD SHOOFLY
LOCATION
ARCHITECTS
SUBJECT MOBILIZATION —

ESTIMATE NO
SHEET NO.
ESTIMATOR
CHECKER
DATE

| DESCRIPTION OF WORK | NO. PIECES | DIMENSIONS | EXTENSIONS | EXTENSIONS | TOTAL ESTIMATED QUANTITY | UNIT PRICE M'T'L | TOTAL ESTIMATED MATERIAL COST | UNIT PRICE LABOR | TOTAL ESTIMATED LABOR COST |
|---|---|---|---|---|---|---|---|---|---|
| R.R. INSURANCE | | | | | | | | | 1200 - |
| BOND | | | | | | | | | 8000 - |
| INS. | | | | | | | | | 1500 - |
| MEALS & APT | | | | | | | | | 1000 - |
| TEMP ELEC | | | | | | | | | 500 - |
| TOILET. | | | | | | | | | 275 - |
| FUEL & OIL | | | | | | | | | 750 - |
| REPAIRS. | | | | | | | | | 500 - |
| GEN OVERHEAD. - GEARY | | | | | | | | | 1600 - |
| SUPERVISION — | | | | | | | | | 13000 - |
| PICKUP. | | | | | | | | | 600 - |
| SMALL TOOLS. | | | | | | | | | 275 - |
| OFFICE | | | | | | | | | 350 - |
| HOUSE BOAT | | | | | | | | | 10 - |
| PRESLEY - | | | | | | | | | 5400 - |
| LANE GUARD | | | | | | | | | 1100 - |
| Ht. | | | | | | | | | 600 - |
| | | | | | | | | | 36660 - |

JAMES T. DOWLER
STEEL FABRICATION
895 North Main Street
Independence, OR 97351
(503)838-1[illegible]01

March 20, 1978

Project: N. Banfield Interchange (UPRR Shoofly)
Multnomah County, Oregon

Engr.: OSHD

Bid Date: Mar. 23, 9:00 A.M.

QUOTATION

All materials delivered F.O.B. trucks, jobsite:

BID ITEM No. 26 - Railroad Shoofly):

erect in 1 day.
1 day bolting
7 pieces

120,000# Struct. Steel, Bolts & Masonry Anchors.

Lump Sum Price..................$ # 52,576-

BID ITEM No. 27 - Temporary Haul Road Structure:

Steel Stringer Beams, Dowels & Bolts.

Lump Sum Price..................$ # 30,895-

James T. Dowler

James T. Dowler
President

JTD:vl

[redacted] quotation offered for a period of 30 days beyond bid date.

H·P
W·W
COLUMBIA-PACIFIC

635·2893· 285-6654.
ATLAS - THARHER - N.W.STEEL FAB.

N. BANFIELD.

**STEPHEN TURNER**
**503/644-1721**

N.W. STEEL. FAB.
285-6654

DOUG WARD

26. 7 PIECES.
FOB- #67,111-

BOLTED & TORQUED.

12 TONS - LARGEST PIECE

27. 29 beams - 66' - fobed.
fob. # 23,000

Have beam line

AITC
ASSOCIATE MEMBER

**GLULAMS • BRIDGES • VARAX DOMES • TIMDECK**

**WESTERN WOOD STRUCTURES, INC.**

8333 S. W. Cirrus Drive Beaverton, OR 97005

**STEPHEN TURNER**
**503/644-1721**

U. S. Steel Supply
Mike 222-3283 -

441 - .47 per # - 60 day deliv

A36 - .37 per # - 60 days.
(ASCO. STEEL. N.Y.
212-564-0424.)
$4^{64}$ per # 100 frt.

camm
9534 - ANDY MICKLOS. - [redacted] 222-3537
~~3x~~ W27×84 = $15^{90}$
HP 14×73 - 40's. $15^{95}$ f.o.b. Chicago.
frt $3^{40}$ to port. rail.
c

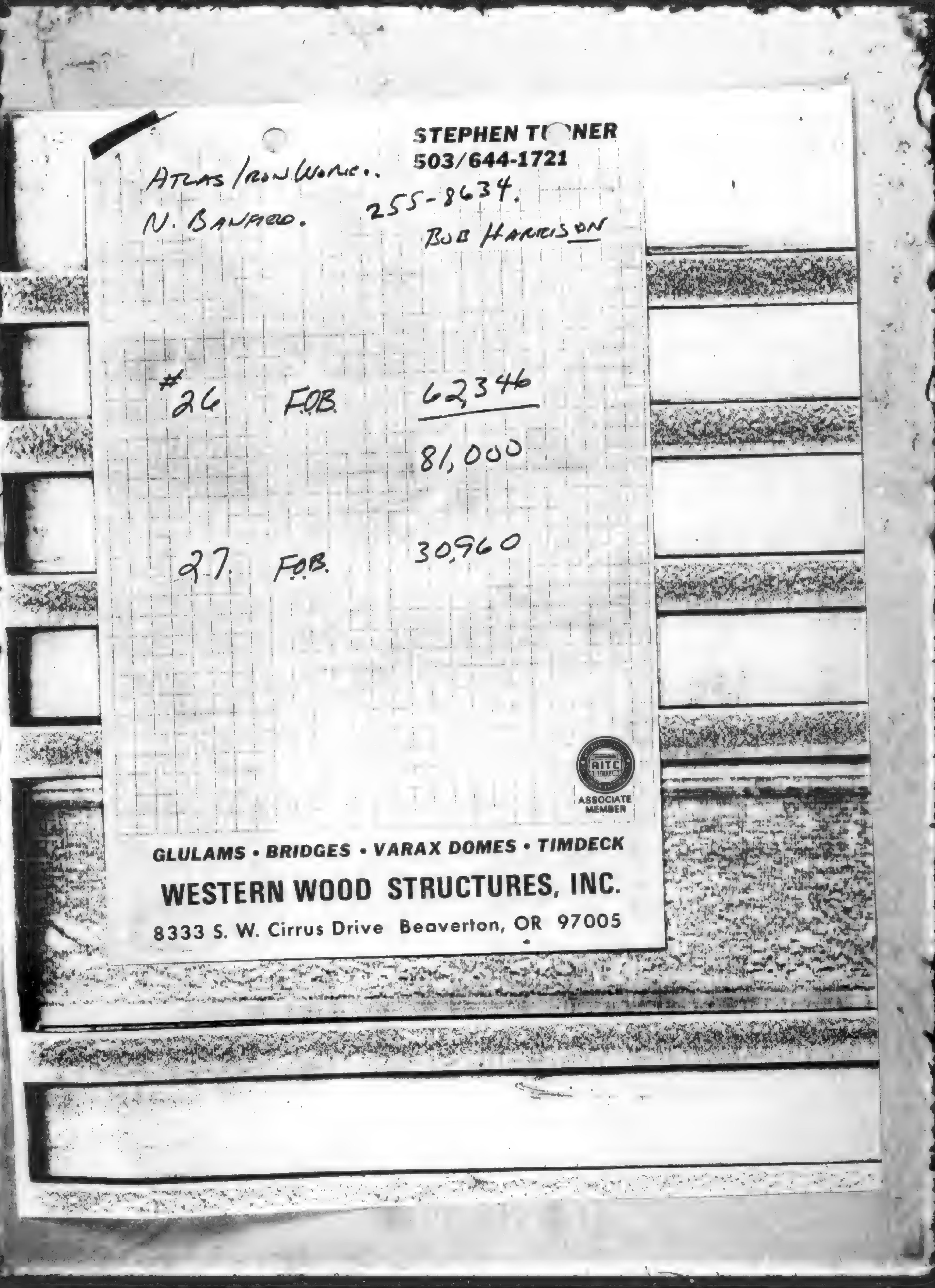
A441 W36 230 $19^{10}$
A36 280 $16^{40}$ + frt.
$3^{80}$ truck

ASSOCIATE
MEMBER

**GLULAMS • BRIDGES • VARAX DOMES • TIMDECK**

**WESTERN WOOD STRUCTURES, INC.**

8333 S. W. Cirrus Drive Beaverton, OR 97005



**STEPHEN T NER**
**503/644-1721**

Atlas Iron Works..
N. Banfield. 255-8634.
Bob Harrison

#26 F.O.B. 62,346

81,000

27. F.O.B. 30,960

ASSOCIATE MEMBER

**GLULAMS • BRIDGES • VARAX DOMES • TIMDECK**

**WESTERN WOOD STRUCTURES, INC.**

8333 S. W. Cirrus Drive Beaverton, OR 97005

**STEPHEN TURNER**
**503/644-1721**

N. BANFIELD.

JUDSONS. – REBAR
STEEL.

#26 – 1,189

27 – ~~4~~,494

AITC
ASSOCIATE MEMBER

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**WESTERN WOOD STRUCTURES, INC.**

8333 S. W. Cirrus Drive Beaverton, OR 97005

**STEPHEN TU ER**
**503/644-1721**

MERCER REBAR

NELSON -

SHOOFLY - BANFIELD

21. $10^{00}$ @ stockpiled

26. 1350 LS. inst.

27. 5450. LS.

AITC
ASSOCIATE MEMBER

**GLULAMS • BRIDGES • VARAX DOMES • TIMDECK**

**WESTERN WOOD STRUCTURES, INC.**
8333 S. W. Cirrus Drive Beaverton, OR 97005

GENERAL
MORROW CO

PROJECT N. BANFIELD.

LOCATION ARCHITECT

| | DESCRIPTION OF WORK | TOTAL ESTIMATED QUANTITY | DIMENSIONS | | | FORM / SIDES | SACK / SIDES | SQ. FT. WALL | SQ. FT. SACK | CU |
|---|---|---|---|---|---|---|---|---|---|---|
| | BID ITEM #26 - RAILROAD SHOOFLY | | | | | | | | | |
| 1. | FOOTINGS - BENT #1&5 | 2 | 15º | 5º | 3º | F4S. | | | | |
| | ✓ 2,3 & 4 | 3 | 18º | 6º | 3º | ✓ | | | | |
| | | 24 | 4 | 12 | 14º | | | | | |
| 2. | CRIBBING @ FTGS. | | | | | | | | | |
| | | 24 | 4 | 12 | 4º | | | | | |
| 3 | BULKHEADS @ BENT 1&5 | 8 | 12 | 12 | 16º | | | | | |
| | | 12 | 12 | 12 | 4º | | | | | |

## GENERAL ESTIMATE
MORROW CONSTRUCTION

TAKE OFF BY

| SQ. FT. WALL | SQ. FT. BACK | CU. FT. CONCR. | CONTACT FT. OF FORMS | | DESCRIPTION OF WORK | TOTAL ESTIMATED QUANTITY | SQ. FT. L. FT. EA. | UNIT PRICE MTL. | TOTAL ESTIMATED MATERIAL COST |
|---|---|---|---|---|---|---|---|---|---|
| | | 450 cf | 240 Φ | | CONCR 3300 | 58 | 9 | $40^{88}$ | 2371- |
| | | 972 cf | 432 Φ | | FORMS. | 672 | Φ | .15 | 101- |
| | | 1422 cf | 672 Φ | | BOLT TEMPLATES. | 16 | SETS. | 2 | 32- |
| | | /26 y | 55 cy. | | CURING | 1 | ⊕ | | 15- |
| | | | | | CRIBBING. | 1344 | 6m | 360 | 403- |
| | | | | | " | 384 | 6 | " | 138- |
| | | | | | CONNECTING HARDWARE | 1 | e | | 100- |
| | | | | | BULKHEADS. | 1536 | 6 | 360 | 553- |
| | | | | | " | 576 | 6m | 360 | 207- |
| | | | | | HOISTING CRIBBING | 1 | ⊕ | | 200- |
| | | | | | EXCAVATION. | 16 | HRS | 28 | 448- |
| | | | | | BACKFILL | 8 | HRS | 28 | 224- |
| | | | | | FINE GRD. | 16 | HRS | | |
| | | | | | GROUT BASES. | 16 | EA | 5 | 80- |
| | | | | | MISC | | | | 200 |
| | | | | | | | | | 5072- |
| | | | | | MATERIAL | | | | 5072- |
| | | | | | LABOR | | | | 4352- |
| | | | | | REBAR-MERCER | 1 | L.S. | | 1350- |
| | | | | | STRUCT STEEL-DOWLER | 1 | L.S. | | 52576- |
| | | | | | ERECT STRUCT-CRANE | 16 | HRS | 85 | 1360- |
| | | | | | " " 5 MEN 2 DAYS | 10 | DAYS | 240 | 2400- |
| | | | | | TORQUE & SCAFFOLD. | 1 | ⊕ | | 150- |
| | | | | | MISC. | | | | 1000 |
| | | | | | | | | | 68260- |

**ATE**
**TION**

TAKE OFF BY

SHEET NO.

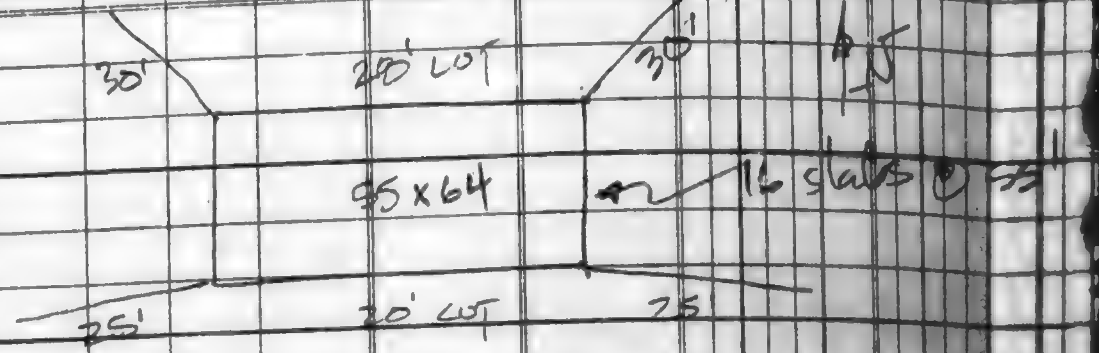
| NCR. | CONTACT FT. OF FORMS | | DESCRIPTION OF WORK | TOTAL ESTIMATED QUANTITY | SQ. FT. L. FT. EA. | UNIT PRICE MTL. | TOTAL ESTIMATED MATERIAL COST | UNIT PRICE LBR. | TOTAL ESTIMATED LABOR COST |
|---|---|---|---|---|---|---|---|---|---|
| .6 | 240 ф | | CONC 3300 | 58 | y | $40^{88}$ | 2371 - | $3^{50}$ | 203 - |
| .6 | 432 ф | | FORMS. | 672 | ф | .15 | 101 - | $2^{00}$ | 1344 - |
| .6 | 672 ф | | BOLT TEMPLATES. | 16 | SETS. | 2 | 32 - | 15 | 240 - |
| 26 | 55 y. | | CURING | 1 | ⊕ | | 15 - | | 45 - |
| | | | CRIBBING. | 1344 | bm | 360 | 403 - | 200 | 269 - |
| | | | " | 384 | b | " | 138 - | " | 77 - |
| | | | CONNECTING HARDWARE | 1 | e | | 100 - | | |
| | | | BULKHEADS. | 1536 | b | 360 | 553 - | 200 | 307 - |
| | | | " | 576 | bm | 360 | 207 - | 200 | 115 - |
| | | | HOISTING CRIBBING | 1 | ⊕ | | 200 - | | |
| | | | EXCAVATION. | 16 | HRS | 28 | 448 - | | |
| | | | BACKFILL | 8 | HRS | 28 | 224 - | 11 | 88 - |
| | | | FINE GRD. | 16 | HRS | | | 11 | 176 - |
| | | | GROUT BASES. | 16 | EA | 5 | 80 - | 10 | 160 - |
| | | | MISC | | | | 200 | | 200 - |
| | | | | | | | 5072 - | | 3724 - |
| | | | | | | | | 35% | 1128 - |
| | | | | | | | | | 4352 - |
| | | | MATERIAL | | | | 5072 - | | |
| | | | LABOR | | | | 4352 - | | |
| | | | REBAR - MERCER | 1 | L.S. | | 1350 - | | |
| | | | STRUCT STEEL - DOWLER | 1 | L.S. | | 52576 - | | |
| | | | ERECT STRUCT - CRANE. | 16 | HRS | 85 | 1360 - | | |
| | | | " " 5 MEN 2 DAYS | 10 | DAYS | 240 | 2400 - | | |
| | | | TORQUE & SCAFFOLD. | 1 | ⊕ | | 150 - | | |
| | | | MISC. | | | | 1000 | | |
| | | | | | | | 68260 - | | |

GENERAL E
MORROW CONS

ROJECT BANFIELD INTE CHEE

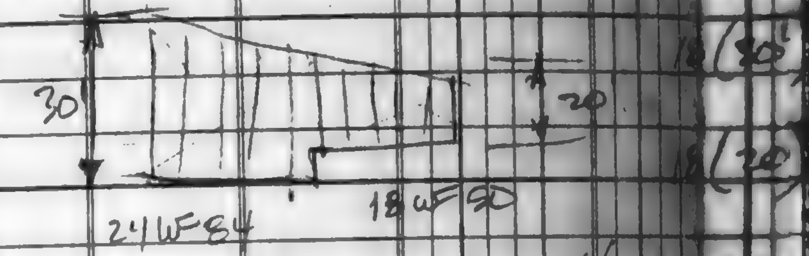
CATION ARCHITECT

| DESCRIPTION OF WORK | TOTAL ESTIMATED QUANTITY | DIMENSIONS L | W | H | FORM / SIDES | SACK / SIDES | SQ. FT. WALL | SQ. FT. SACK | CU |
|---|---|---|---|---|---|---|---|---|---|
| TEMP 80-N STR | | | | | | | | | |
| EXC for FTG | | | | | | | | | |
| REBAR | | | | | | | | | |
| CONC FTG | 2 | 65 | 3.5 | 4 | | | | | |
| SET COLS | 18ea/side | | | | | | | | |
| SLABS | | | | | | | | | |



30'
20' cut
30'
N
95 x 64
16 slabs @ 55
25'
20' cut
25

3 M/D 90



30'
20
18(30'
18(20
24WF84
18WF90

plates for base 36 ea @ 15/ea
move - to weld plates, etc

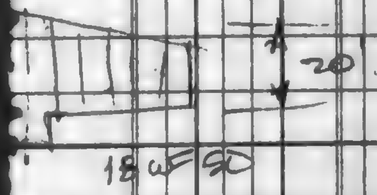
set col. - crane & 4 man
set x-brace & weld 3 day
x-brace

set cap - crane & 4 man
weld cap 4 day @ 120
bearing pad

16 ea @ 55' @ 13-/SF
tie rods
grout 5 cy @ 100-
end dowels (tie down) 20/ea
erection 80T & 40T 150

# GENERAL ESTIMATE
MORROW CONSTRUCTION

TAKE OFF BY ____________



| CK / SIDES | SQ. FT. WALL | SQ. FT. SACK | CU. FT. CONCR. | CONTACT FT. OF FORMS | | DESCRIPTION OF WORK | TOTAL ESTIMATED QUANTITY | SQ. FT. L. FT. EA. | UNIT PRICE MTL. | TOTAL ESTIMATED MATERIAL COST | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | CRANE for 1 MO | | | | 2900 | - R |
| 16 slabs @ 55' | | | | | | | | | | | |
| | | | | | | ENGR. | | | | 1500 | SU |
| | 3 M/D | 150 | | | | b/hoe 3 day @ 12— | | | | 288 | R |
| | | | | | | | | | | 750 | SO |
| | | | 67 CY | | | CONC 67 + 8 | 75 | CY | 41— | 3075 | PM |
| | | | | | | ANCHOR BOLTS | 72 ea | | | 200 | PM |
| | | 18(30')(34 lb/lf)($0^{22}$/lb) = | | | | 10000 | | | | 10000 | PM |
| | | 18(20)(50 lb/lf)($0^{22}$/lb) = | | | | 4000 | | | | 4000 | PM |
| 6 ea @ 15/ea | | | welded/ea = $20 | | | | | | | 540 | PM |
| plates, etc | | | set 2 man 2 day | | | → | | | | 720 | SO |
| | | | | | | | | | | 200 | R |
| & 4 man | | | 3 day — | | = | 12 MD | | | | | |
| weld 3 day | | | | | | | | | | 1200 | SU |
| | | | | | | | | | | 1500 | PM |
| & 4 man | | | 1 day | | — | 4 MD | | | | 1400 | PM |
| | 4 day @ $30/hr | | | | | | | | | 960 | SU |
| | | | | | | | | | | 150 | PM |
| 13—/SF | | | | | | | | | | 45760 | - PM |
| | | | | | | | | | | 450 | PM |
| @ 100— | | | | | | | | | | 500 | PM |
| down) | 20/ea | | | weld in place 2 day @ 50/hr | | | | | | 600 | PM |
| & 40 T | 150/hr X 16 hr | | | | , 3 M, 2 D = 6 MD | | | | | 2400 | R |
| | | | | | | | | | | 77293 | |

L ESTIMATE
CONSTRUCTION

TAKE OFF BY

SHEET NO. 1

| CU. FT. CONCR. | CONTACT FT. OF FORMS | | DESCRIPTION OF WORK | TOTAL ESTIMATED QUANTITY | SQ. FT. L. FT. EA. | UNIT PRICE MTL. | TOTAL ESTIMATED MATERIAL COST | UNIT PR'CE LBR. | TOTAL ESTIMATED LABOR COST | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | CRANE for 1 MAN | | | | 2900 - | R | | |
| | | | ENGR. | | | | 1500 | SUB | | |
| | | | b/hoe 3 day @ 125— | | | | 288 | R | 450 | |
| | | | | | | | 750 | SUB | | |
| 67 cy | | | CONC 67 + 8 | 75 | CY | 41— | 3075 | PM | 402 | 6— |
| | | | ANCHOR BOLTS | 72 ea | | | 200 | PM | 450 | |
| (30')(34 lb/lf)(0$^{22}$/lb) = | | | 10000 | | | | 10000 | PM | | |
| (20)(50 lb/lf)(0$^{22}$/lb) = | | | 4000 | | | | 4000 | PM | | |
| welded/ea = $20 | | | | | | | 540 | PM | | |
| 2 man 2 day → | | | | | | | 720 | SUB | | |
| | | | | | | | 200 | R | 450 | |
| 3 day — = 12 MD | | | | | | | | | 1800 | |
| | | | | | | | 1200 | SUB | 300 | |
| | | | | | | | 1500 | PM | | |
| 1 day — 4 MD | | | | | | | 1400 | PM | 600 | |
| 20/hr | | | | | | | 960 | SUB | | |
| | | | | | | | 1150 | PM | | |
| | | | | | | | 45760 - | PM | | |
| | | | | | | | 450 | PM | 150 | |
| | | | | | | | 500 | PM | 300 | |
| weld in place 2 day @ 50/hr | | | | | | | 600 | PM | 300 | |
| hr M16 W , 3M, 2D = 6MD | | | | | | | 2400 | R | 900 | |
| | | | | | | | 77293 | | 6602 | |
| | | | | | | | | | 83,895 | |

**GENERAL**
**MORROW CON**

PROJECT PANFIELD I[illegible]ER — TEMP ST

LOCATION ARCHITECT

| DESCRIPTION OF WORK | TOTAL ESTIMATED QUANTITY | DIMENSIONS L | DIMENSIONS W | DIMENSIONS H | FORM / SIDES | SACK / SIDES | SQ. FT. WALL | SQ. FT. SACK |
|---|---|---|---|---|---|---|---|---|
| LAGGING | 2ea | 32 | | 20 | | | 1280 | 3200 |
| | 2ea | 32 | | 30 | | | 1920 | |
| | erect | | | | 5 man | | c [illegible] | |
| W/WALL | CULVERTS | | | | | | | |
| | PILE | | | | 2ea (6 pile)(25')(76 lb/ft) | | | |
| | Gravel | | | | | | | |
| | X-Brace | | | | | | | |
| | weld | | | | 1 day @ 30 | | | |
| | exc | | | | 2 day w/ large b/h | | | |
| | SET CULVERT & PILE | | | | | | 5 man 80 | |
| | LAGGING | | | | 2 ea (0+30)(30) | | | |
| | DEAD MEN | | | | | | | |
| SHT PILE (ONLY EXTRA TO OTHER WALL) | DEAD MEN BACK INTO FILL | | | | | | | 6 0. |
| | exc for D/man | | | | | | | |
| B/FILL | compactor | | | | 35 | | 80 x [illegible] | |
| | cat | | | | 45 | | | |
| | hand work | | | | | | | |
| HAND RAIL | curb & post | | | | 115/lf (55)(2) | | | |
| | | | | | 6' c-c post, 55' = | | | |
| | | | | | transitions | | | |
| EXTRA fill PAVE (AC) | | | | | 60(105)(0.5) = 116 CY = 16T/ | | | |
| EXTRA ROCK | 103 | | | | 60(105)(1.0) = 233 CY = | | | |

**ENERAL ESTIMATE**
**ORROW CONSTRUCTION**

TAKE OFF BY

SHEET NO. 2

| Q. FT. SACK | CU. FT. CONCR. | CONTACT FT. OF FORMS | | DESCRIPTION OF WORK | TOTAL ESTIMATED QUANTITY | SQ. FT. L. FT. EA. | UNIT PRICE MTL. | TOTAL ESTIMATED MATERIAL COST | UNIT PRICE LBR. | TOTAL ESTIMATED LABOR COST | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 200 | | | | Tunnels Job Job | 3200 | S.F | 1.50 | 4800 PM | | | |
| e | e..l | 4 day | | | | | | 350 R | | 2000 | |
| | | | | 4 | | | | | | | |
| | | | | | | | | 500 PM | | | |
| (6\|14\|1/8) | (6.22\|1\|1) | | | | | | | 5016 PM | | | |
| | | | | | | | | 250 PM | | | |
| | | | | | | | | 300 PM | | | |
| | | | | | | | | 240 SUB | | 800 | |
| b/h @ 60/hr | | | | | | | | 800 R | | 300 | |
| gn @ crane | | 2 day | | | | | | | | 1500 | |
| = 900 SF | | | | | | | 1.50 | 1350 — PM | | 900 | 1 |
| | | | | | | | | 1000 PM | | 450 | |
| 6 ea | conc & steel | | | Δ = 10 ea @ 75 | | | | 750 PM | | 500 | |
| | | | | | | | | 250 R | | | |
| | | | | | | | | 2560 R | | | |
| | | | | | | | | 150 R | | 450 | |
| | | | | | | | | 97009 | | 13002 | |
| | | | | | | | | 1650 PM | | | |
| 55' = 10 ea (2 side)(15) | | | | | -2700 | | | 300 PM | | 600 | |
| | | | | | | | | 150 PM | | | |
| | | | | | | | ▽ | 2775 PM | | | |
| = 1.6T/CY = 18.5T @ 17.50 | | | | | | | Bridge | 3750 PM | | | |
| = | | | | | | | | 2706 | | | |
| | | | | | | | | 106240 | | 13002 | |
| | | | | | | | | | | 119242 | |

**GENERAL E**
**MORROW CONS**

ROJECT RANFIELD

OCATION ARCHITECT

| DESCRIPTION OF WORK | TOTAL ESTIMATED QUANTITY | DIMENSIONS | | FORM / SIDES | SACK / SIDES | SQ. FT. WALL | SQ. FT. SACK |
|---|---|---|---|---|---|---|---|
| SHT PILE | R.R | 136 lf | | | | | |
| | ROAD | 120 lf | | — | | | |
| | | 256 | | | | | |

WALER 14 B? 73 256 lf @ 0.22

KICKERS 100/3' = 12 ea @ 20' (12

POUR CONC PAD
3 x 4 x 2 x 60/cy x

SET DEAD MEN (SOUTH SIDE ONLY) 120/

DRIVE SHTS — 256' / 25'/DAY = 10
hammer ram
crane
template

Forklift (941)

**RAL ESTIMATE**
**OW CONSTRUCTION**

TAKE OFF BY LT

SHEET NO.

| ACK | CU. FT. CONCR. | CONTACT FT. OF FORMS | | DESCRIPTION OF WORK | TOTAL ESTIMATED QUANTITY | SQ. FT. L. FT. EA. | UNIT PRICE MTL. | TOTAL ESTIMATED MATERIAL COST | UNIT PRICE LBR. | TOTAL ESTIMATED LABOR COST |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | BURNHAM 140 | 48/40' | | | 14000 PM | | |
| | | | | Weld 4 day 30/hr | | | | 960 SUB | | |
| | | 4 day / | | 2 men | | | | 4120 PM | | 3000 |
| | | | | Weld | | | | 960 SUB | | |
| (12 15P 412) | | 2 day / | | 2 men | | | | 2402 | PM | 1500 ✓ |
| | | | | Weld | | | | 960 | SUB | |
| | | | | | | | | 700 | PM | |
| x 12 | | | | | | | | | | |
| 20/12 | = 15 ea | @ | 100 | Labor 50/ea | | | | 1500 — | PM | 750 — |
| / | | | | | | | | | | |
| 10 day | | 5 M | | | | | | | | 7500 — |
| | | | | | | | | 3000 — | R | |
| | | | | | | | | 2000 — | R | |
| | | | | | | | | 500 — | CM | 500 |
| | | 2 wk ~~@ 20/hr~~ | | flat rate | | | | 750 | | |
| | | | | | | | | 31852 | | 13350 |

452

$45,202

8706

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 17, 1978

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 23, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on projects as set forth in ORS 366.514. Bids will be opened March 23, 1978 on the following projects:

1. Richland Rock Production
Baker-Copperfield Highway
Baker County

Aggregate production.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Seeley Creek Road
Alsea Highway
Benton County

Grading and paving. Climbing lane construction. Four-foot shoulders provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

3. Portland Avenue at Gloucester Street (Gladstone)
FAP No. M-9647(1)
Clackamas County

Traffic signals.

Same as No. 1

4. Cape Arago Highway at Harrison Avenue (North Bend)
   Cape Arago Highway
   Coos County

   Traffic signals.

   Same as No. 1.

5. Oakland-Shady Highway at Newton Creek Road
   Oakland-Shady Highway
   Douglas County

   Traffic signals.

   Same as No. 1.

6. Medford-Four Corners
   Crater Lane Highway
   Jackson County

   Paving.

   Overlay and signing project. Ten-foot shoulders on this project to be signed and striped as a bikeway.

7. Redwood Highway at Oregon Caves Jct. (Cave Junction)
   Redwood Highway
   Josephine County

   Traffic signals.

   Same as No. 1.

8. McKenzie Highway at S. 32nd St. (Springfield)
   McKenzie Highway
   Lane County

   Traffic signals.

   Same as No. 1.

9. Brogan Hill Rock Production
   John Day Highway
   Malheur County

   Aggregate crushing.

   Same as No. 1.

10. North Banfield Interchange (UPRR Shoofly)
East Portland Freeway
Multnomah County

Grading and structures.

Class I bikeway to be incorporated in later contract.

11. SW Barbur Blvd at SW 3rd Ave and SW Miles St (Portland)
Pacific Highway West
Multnomah County

Traffic signals.

Same as No. 1

12. W Burnside St at NW 23rd and SW 1st at SW Arthur St (Portland)
City Streets
Multnomah County

Traffic signals.

Same as No. 1

13. NE Marine Dr-NE Failing St
East Portland Freeway
Multnomah County

Grading and drainage.

Grading for future bikeway incorporated in this contract.

14. SE Stark/Washington St Interchange
East Portland Freeway
Multnomah County

Grading, paving and structures.

Ten-foot sidewalk/bikeway to be constructed on this contract.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8706.

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

3-1-18

# LETTER OF APPROV AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(46)312

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80131

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 3-1-78

DATE AUTHORIZATION EFFECTIVE 3-1-78

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

"N. Banfield Interchange (UPRR Shoofly)"

GENERAL DESCRIPTION OF WORK:

Grading, Paving & Structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) :

| | |
|---|---|
| R.R. Protective Services | $51,000 |
| Perm. Pavement Striping (SF) | 220 |
| Remove Pavement Striping (SF) | 420 |
| Temporary Erosion Control (EW) | 1,000 |
| On the Job Training | 800 |

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-24-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $998,363, Federal funds $920,890.

A signed copy of the title sheet is returned herewith.

Swan w/enc. 3-8

DATE 3-1-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8706

1-205-39

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78

Donald L Daust

3-23-78
~~6-23-77~~ Bid Letting ______________ All Clear Deadline

SECTION N. Banfield Int (UPRR Shoo-Fly)
Highway E. Portland Fwy.
County Multnomah Region ______
Type of Work G - Shoo-Fly Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☐ | ☒ | ☒ | ☒ | ☒ | No problems |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8706

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 27, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(2), N. Banfield Intch
UPRR Overcrossing of "BC"

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Branch, ODOT

We have reviewed your submittal of August 29 on the railroad undercrossing structure of the freeway at about 103rd Avenue, and see that you have made provision for railroad expansion.

In view of the fact that other structures along the Banfield Freeway have considered future tracks, the submitted proposal is acceptable, except for constructing the future footing. Federal-aid Interstate funds cannot be extended at this time for the Bent 2 footing on future track centerline shown on sheet 31887.

Please note in the foundation report, page III-4, the report does not recommend the use of displacement piles according to Pile and Plate Load Test Report. We do not agree with this comment. Load test for 14-inch prestressed pile in the PPLT report gave 3.2, 2.8, and 4.4 tons/foot ultimate carrying capacity for all concrete test piles loaded. These support values are greater than for any steel piles tested. One of these piles had only 31 feet of penetration, which was much less than any steel pile. We feel from the data presented that displacement piles are a viable alternate if piles are to be considered. We do not, however, recommend using any piles.

Haskell

G. L. Green

cc:
ODOT (Mr Hart, Structures Sec)

NOTED
E. S. HUNTER

cc Mockenig
Vesetey
Boyd
9-30-77

RECEIVED
TECHNICAL SERVICES
SEP 29 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

5706 9

ROBERT W STRAUB
GOVERNOR

*Oregon State Highway Division*
HIGHWAY BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

August 29, 1977

RECEIVED
TECHNICAL SERVICES
AUG 30 '77
REFER TO

NOTED
J. H. VERSTEEG

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

UPRR Overcrossing of "$B^C$"
North Banfield Interchange
East Portland Freeway (I-205)
Multnomah County
Bridge 13514G

Enclosed are two copies of drawings 31887 and 28954 which are the preliminary plan and elevation drawing and the vicinity map for the subject structure. Two copies of the "Foundation Recommendation" for the structure are also enclosed.

This structure will carry the Union Pacific Railroad across the "$B^C$" line. Non-composite steel construction is being used because of the Railroad's refusal to accept maintenance responsibility for composite superstructures.

The Foundation Recommendation recommends spread footings for the support of all bents.

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $1,170,000 for the non-composite steel box. An alternate post-tensioned concrete box design, estimated at $780,000, was unacceptable to the Railroad.

The Railroad estimates that they will require the proposed future structure no later than the year 1990 for the extension of the Clarnie siding so that they may install Centralized Train Control. The CTC system is presently extended as far west as Troutdale. Though this submittal does not show any construction for the future structure, the bent 2 footing for the future structure may be constructed with this contract if the calculated footing size shows that constructing this footing at a later date would reduce the number of lanes available to highway traffic.

The elimination of the off-track maintenance raod at the structure will result in a fifteen minute detour via city streets for railroad vehicles

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Mr. Glen L. Green
August 29, 1977
page 2

wishing to travel from one end of the proposed structure to the other end. The Railroad did not object to the elimination of the off-track maintenance road when they responded to our preliminary submittal of April 25, 1977.

This is being sent to you as a preliminary submittal for your approval. This proposal will also be sent to the Railroad and the PUC as soon as your comments and/or approval are received.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Engineer

Enclosures

cc E. S. Hunter
D. H. Moehring

8706 Form FHWA 121 (Rev. 5-7

9

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 25, 1977

In reply refer to: HBR.1-OR

SUBJECT: Oregon Project I-205-7(2)-
N.E. Columbia Blvd.-N.E. Morris St. Section
$B^{WB}$ O'xing of $B^{C}$ - #13514F

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Preliminary plans submitted with Mr. Hart's May 11, 1977 letter are approved. We note that the Foundation Report recommends spread footings while the layout shows piling. We assume this was an oversight and the foundations will be spread footings in the final design.

G. L. Green

cc:
OSHD (W Hart)

RECEIVED
STATE HWY ENGR
MAY 27 '77
REFER TO Hart
FOR
Info | Invest | R/D | O.K | Sign | Act | File

orig to

8706

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 24, 1977

FILE: CON 5

Marion Craft
FROM: MARION CRAFT
Region Construction Engineer

TO: DUANE CHRISTENSEN
Final Design Engineer

SUBJECT: North Banfield Interchange
(UPRR Shoofly) Section
North Banfield Interchange
(102nd Avenue Structure) Section

Attached is a statement signed by Bill Ward, Superintendent for Hansel-Phelps Company, indicating their willingness to let a contractor cross their haul road, subject to the stated provisions.

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Jh Copy Swenson
Savage

RECEIVED
MAY 26 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

MC/lms
Attachment
cc: Arvey Nelson w/attachment
Mort Fillmore w/attachment
Bob Shotwell w/attachment
Buz Banzer w/attachment

# HAULING RESTRICTIONS

When hauling excavated material to the disposal area the contractor may have to cross a haul road being used by Hansel-Phelps Construction Company on the South Banfield (Halsey Street) project. Hansel-Phelps has indicated that hauling will be permitted on and across their haul road, provided there is no disruption, interruption, or delay to their hauling operations. The crossing of Hansel-Phelps haul road is expected to be near I-205 station 260.

Jim F Ward
Supt
HPCC 5/[illegible]

8706

8

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

RECEIVED
STATE HWY ENGR
MAY 12'77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

May 11, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

"BWB" Overcrossing of "B$^{C}$"
North Banfield Interchange Section
East Portland Freeway
Multnomah County
Bridge 13514 F

Attached are two reduced prints each of drawings 28953 and 31276 which are the vicinity map and preliminary plan and elevation of the subject structure. Also attached are two copies of the Foundation Recommendation.

This structure carries two westbound lanes of the Banfield Freeway over four lanes of the Banfield to East Portland Freeway connection. A very flat crossing angle results in an unbalanced span arrangement. The end spans may be adjusted slightly during final design. The cross section is made similar in appearance to the adjacent railroad structure. A steel plate girder structure was studied as an alternate but was more costly (approximate cost of steel structure = $1,455,000).

Foundation recommendations are for spread footings at all bents with steel pile alternate if required. The end abutments vary greatly in height from one side to another, creating nonuniform foundation loads across the bents. Design consideration will determine if the end abutments are on spread footings or are pile supported.

The estimated cost of this structure, based on approximate quantities and including an allowance for engineering and contingencies, is $1,131,000. This is being submitted as a preliminary for your approval.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Enclosures
cc E. S. Hunter
L. W. Rulien

8706

~~ROW 18-2~~

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 18, 1977

Union Pacific Railroad Co.
P.O. Box 8979
Portland OR 97208

ATTN: R. S. Orr
Public Projects Engr.

Railroad Service Road
N. Banfield Intchge. Section
East Portland Freeway
Multnomah County

Dear Sir:

As we discussed the other day, the present service road adjacent to your tracks in the vicinity of the N. Banfield Interchange will be interrupted by the construction of the Union Pacific Railroad Overcrossing of the BC Line of the N. Banfield Interchange Project. The design for this railroad overcrossing structure does not permit the addition of width sufficient to carry the service road continuously through the area.

In an effort to assure access to your facilities via your existing service road, enclosed are three copies of a sketch prepared by our Bridge Section which indicates the route necessary to get from the northeast end of the proposed railroad overcrossing structure to the southwest end of this structure. This sketch indicates that it would be necessary to traverse approximately 1-3/4 miles over city streets to an access of your service on N.E. 92nd Avenue. It would then be required to traverse 1-3/4 miles back along your service road to reach the southwest end of the structure. This would make a total route of approximately 3 miles from one end of the structure to the other. It is estimated that this trip would take approximately 10 minutes to accomplish.

In view of the high cost to provide additional width to the overcrossing structure of the BC Line, it is requested that this proposal be reviewed by Union Pacific thoroughly and hopefully approved.

RECEIVED
MAR 18 1977

Form 81-734-3123

As I am sure you are aware, the cost of providing additional width on the proposed structure or providing an additional structure to give you access to your service would be a considerable expense to the taxpayers. It is hoped that this proposal will be received favorably by Union Pacific Railroad Company. If there is any further information I can provide to you, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:dmb
Enc.

bc: R. L. Schroeder
R. W. Ellison
J. H. Versteeg
R. N. Bothman
J. L. Sollis
J. B. Boyd
Bob Ewen

1978 NE Marine Dr-NE Failing St 8709
Sec. of E Ptld Fwy near
Parkrose. (Grading)

8709

8

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER 5-175 + 176

PROJECT REPORT NUMBER

MODIFICATION NUMBER 5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-18-83

State Oregon

County Multnomah

Project Number I-205-7(61)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 13, 19 78, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,735,310.00 | $ 2,735,310.00 |
| Federal funds | 1,957,386.81(045)<br>565,613.19(042) | 1,954,658.34 (045)<br>568,341.66 (042) |
| Other revisions | | |

This modification is made for the following reasons: to release $2,728.47 Appn Code 045 funds, to cover an increase on the final voucher on project I-205-7(64).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of May, 19 83.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Gary C. Potter

Manager, Program Section
*(Title)*

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 18, 1983

Federal-Aid Project
No. I-205-7(61)312

N.E. Marine Dr.-N.E. Failing St. Section
E. Portland Freeway in Multnomah County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Grading (Sta. 126+05 to Sta. 135+50)(138+25 to 156+40)(159+51 to 182+00)
(190+00 to 237+00)

| | |
|---|---|
| Total same as previous estimate of October 19, 1979 & September 28, 1981 | $2,735,310.00 |

| | | |
|---|---|---|
| Length of Grading -------------- | 1.839 miles | |
| Length of Structure ------------ | 0.111 miles | (Exception) |
| Length of No Work -------------- | 0.151 miles | (Exception) |
| Total Length | 2.101 miles | |

### SUMMARY OF FUNDS (92.24%)

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Grading | 045 | $ 2,119,154.00 | $ 1,954,658.34 | $ 164,495.66 |
| Grading | 042 | 616,156.00 | 568,341.66 | 47,814.34 |
| Total | | $ 2,735,310.00 | $ 2,523,000.00 | $ 212,310.00 |

Group 1 100%
Contract No. 8709
Prefix: 626-1003

8709

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>9-405 + 406<br>PROJECT REPORT NUMBER<br><br>MODIFICATION NUMBER<br>4 | .S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>9-30-81 | ate<br>Oregon<br>County<br>Multnomah<br>Project Number<br>I-205-7(61)312 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 13, 1978, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,735,310.00 | $ 2,735,310.00 |
| Federal funds | 1,950,661.00 (045)<br>$ 572,379.00 (042) | 1,957,386.81 (045)<br>565,613.19 (042) |
| Other revisions | | |

This modification is made for the following reasons: To include increase in Appn Code 045 funds, to utilize balance of funds subject to lapse, and decrease Appn Code 042 in a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of September, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 28, 1981

Federal Aid Project
No. I-205-7(61)312

N.E. Marine Dr. - N.E. Failing St. Section
E. Portland Freeway in Multnomah County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010

Grading (Sta 126+05 to Sta 135+50) (138+25 to 156+40) (159+51 to 182+00) (190+00 to 237+00)

Total same as previous estimate of October 19, 1979 $2,735,310.00

Length of Grading ---------------- 1.839 miles
Length of Structure -------------- 0.111 miles (Exception)
Length of No Work ---------------- 0.151 miles (Exception)

TOTAL LENGTH 2.101 miles

### SUMMARY OF FUNDS

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Grading | 045 | $2,122,058.55 | $1,957,386.81 | $164,671.74 |
| Grading | 042 | 613,251.45 | 565,613.19 | 47,638.26 |
| TOTAL | | $2,735,310.00 | $2,523,000.00 | $212,310.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract | 8709 |
| Prefix | 626-1003 |

17107.

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>2-42 & 1-113<br>PROJECT REPORT NUMBER<br><br>MODIFICATION NUMBER<br>3 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>1-24-80 | State<br>Oregon<br>County<br>Multnomah<br>Project Number<br>I-205-7(61)312 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 13, 1978, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,735,310 | $ 2,735,310 |
| | 1,956,167 -045 | 1,950,621 -045 |
| Federal funds | $ 566,833 -042 | $ 572,379 -042 |
| Other revisions | | |

This modification is made for the following reasons:

Decrease federal funds Appn Code 045 to release $5,546 withdrawn per FHWA letter of January 11 and increase Appn Code 042 in a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of January, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon January 17, 1980

Federal Aid Project
No. I-205-7(61)312

N. E. Marine Dr. - N. E. Failing St. Section

E. Portland Freeway In Multnomah County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010

Grading (Sta 126+05 to Sta 135+50) (138+25 to 156+40) (159+51 to 182+00) (190+00 to 237+00)

Total same as previous estimate of October 19, 1979 $2,735,310.00

| | |
|---|---|
| Length of Grading | 1.839 miles |
| Length of Sructure | 0.111 miles (Exception) |
| Length of No Work | 0.151 miles (Exception) |
| TOTAL LENGTH | 2.101 miles |

## SUMMARY OF FUNDS

| Description | Appn Code | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Grading | 045 | $2,114,724.00 | $1,950,621.00 | $164,103.00 |
| Grading | 042 | 620,586.00 | 572,379.00 | 48,207.00 |
| TOTAL | | $2,735,310.00 | $2,523,000.00 | $212,310.00 |

GROUP 1 - 100%
Contract 8709
Prefix 626-1003

1101

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | te<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>10 - 108 | | County<br>Multnomah |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | |
| MODIFICATION NUMBER<br>2 | 10-25-77 | Project Number<br>I-205-7(61)312 |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 13, 1978,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,464,186.00 | $ 2,735,310.00 |
| Federal funds | $ 2,272,965.00 | $ 1,956,167.00 - 045<br>566,833.00 - 042 |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in construction bid items and preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of October, 1979.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

By ~~XX~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon   October 19, 1979

Federal Aid Project
No. I-205-7(61)312

N.E. Marine Dr. - N.E. Failing St. Section
East Portland Freeway
Multnomah County

Revised Project Agreement

Type Code 0010
Grading (Sta. 126+05 to Sta. 135+50) (Sta. 138+25 to Sta. 156+40)
(Sta. 159+51 to Sta. 182+00) (Sta. 190+00 to Sta. 237+00)

Subtotal of previous estimate of May 25, 1979   $2,180,696.00

Previous Estimate

| | | | |
|---|---|---|---|
| Flagman | 2300 hr. | 15.00 | $ 34,500.00 |
| Ditch Excavation | 375 Cu.Yd. | 4.00 | 1,500.00 |
| General Excavation | 1,159,070 Cu.Yd. | 1.20 | 1,390,884.00 |
| Trench Excavation | 9,090 Cu.Yd. | 5.50 | 49,995.00 |
| Bedding Material | 700 Cu Yd. | 7.25 | 5,075.00 |
| Watering | 5,800 M-Gal. | 8.00 | 46,400.00 |
| 12" Sewer Pipe | 44 Lin.Ft. | 30.00 | 1,320.00 |
| 66" Sewer Pipe | 234 Lin.Ft. | 105.00 | 24,570.00 |
| 24" Pressure Sewer | 1590 Lin.Ft. | 44.00 | 69,960.00 |
| Roadside Seed & Mulch | 23 Acre | 500.00 | 11,500.00 |
| | | | $1,635,704.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| Flagman | 3,023 hr. | 15.00 | $ 45,345.00 |
| Ditch Excavation | 1,168 Cu.Yd. | 4.00 | 4,672.00 |
| General Excavation | 1,271,200 Cu.Yd. | 1.20 | 1,525,440.00 |
| Trench Excavation | 9,400 Cu.Yd. | 5.50 | 51,700.00 |
| Bedding Material | 1,280 Cu.Yd. | 7.25 | 9,280.00 |
| Watering | 6,725 M-Gal. | 8.00 | 53,800.00 |
| 12" Sewer Pipe | 116 Lin.Ft. | 30.00 | 3,480.00 |
| 66" Sewer Pipe | 248 Lin.Ft. | 30.00 | 26,040.00 |
| 24" Pressure Sewer | 1619 Lin.Ft. | 44.00 | 71,236.00 |
| Roadside Seed & Mulch | 65 Acre | 500.00 | 32,500.00 |
| P.A.#4 - Temp. Con't Rail Traffic Barrier | 200 Lin.Ft. | 9.50 | 1,950.00 |
| P.A.#6 Complete Additional Surcharge | 56,541 Cu.Yd. | 1.44 | 81,419.00 |
| | | | $1,906,862.00 |

| | |
|---|---|
| Difference | $ 271,158.00 |
| Subtotal | 2,451,854.00 |
| Engineering | 283,546.00 |
| Total | $2,735,310.00 |

Length of Grading - 1.839 miles
Length of Structure - 0.111 mile (Exception)
Length of No Work - 0.151 mile (Exception)

Total Length 2.101 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Appn. Code-045 | $2,120,737.00 | $1,956,167.00 | - - - |
| Appn. Code-042 | 614,573.00 | 566,833.00 | - - - |
| Total | $2,735,310.00 | $2,523,000.00 | $212,310.00 |

Group 1 - 100%
Contract No. 8709
Prefix 626-1003

8709 8

STATE COPY

| TO BE COMPLETED BY FHWA | | |
|---|---|---|
| MONTHLY TRANSACTION NUMBER<br>6-55 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089<br>State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| MODIFICATION NUMBER<br>1 | 6-4-79 | Project Number<br>I-205-7(61)312 |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 13, 1978,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 2,120,737.00 | $ 2,464,186.00 |
| Federal funds | $ 1,956,167.00 | $ 2,272,965.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in construction bid items and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of June, 1979.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E J Hunter

Asst. State Highway Engineer
*(Title)*

~~By~~ XX For: H. S. Coulter

State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen Files

Oregon State Highway Division
Salem, Oregon May 25, 1979

Federal Aid Project
No. I-205-7(61)312

N.E. Marine Dr.-N.E. Failing St. Section
East Portland Freeway
Multnomah County

Revised Project Agreement Estimate.

Type Code 0010
Grading (Sta. 126+05 to Sta. 135+50) (Sta. 138+25 to Sta. 156+40)
(Sta. 159+51 to Sta. 182+00) (Sta. 190+00 to Sta. 237+00)

Subtotal of previous estimate of March 31, 1978 $1,885,100.00

Previous Estimate

| | | | | |
|---|---|---|---|---|
| Flagman | 1,000 | hour | 15.00 | $ 15,000.00 |
| General Excavation | 973,900 | Cu. Yd. | 1.20 | 1,168,680.00 |
| Trench Excavation | 5,250 | Cu. Yd. | 5.50 | 28,875.00 |
| Bedding Material | 580 | Cu. Yd. | 7.25 | 4,205.00 |
| | | | | $1,216,760.00 |

Revised Estimate

| | | | | |
|---|---|---|---|---|
| Flagman | 2,300 | hour | 15.00 | $ 34,500.00 |
| General Excavation | 1,159,070 | Cu. Yd. | 1.20 | 1,390,884.00 |
| Trench Excavation | 9,090 | Cu. Yd. | 5.50 | 49,995.00 |
| Bedding Material | 700 | Cu. Yd. | 7.25 | 5,075.00 |
| P.A. #2 | 36-inch Sewer Pipe | | Lump Sum | 21,522.00 |
| P.A. #3 | Concrete Inlets & 18-inch Sewer Pipe | | Lump Sum | 10,380.00 |
| | | | | $1,512,356.00 |
| | | | Difference | 295,596.00 |
| | | | Subtotal | $2,180,696.00 |
| | | | Engineering | 283,490.00 |
| | | | Total | $2,464,186.00 |

Length of Grading - - - 1.839 miles
Length of Structure - - - 0.111 mile (Exception)
Length of No Work - - - 0.151 mile (Exception)

Total Length - - - 2.101 miles

Federal Funds - - - $2,272,965.00
State Funds - - - 191,221.00

Total $2,464,186.00

Group 1 - 100%
Contract No. 8709
Prefix 626-1003

8709

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>4-85 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>4-13-78 | te Oregon<br>County Multnomah<br>Project No. I-205-7(61)312 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Col. Riv. Br., S 2.1 Mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-1-78 | 2.101 |
| OTHER *(Specify)* | | |

FUNDS

Pro-rata 92.24%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 2,120,737 | $ 1,956,167 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter
Technical Services Engineer
*(Title)*

By
State Highway Engineer
*(Title)*

By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator APR 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 31, 1978

Federal Aid Project
No. I-205-7(61)312

N.E. MARINE DR. - N.E. FAILING ST. SECTION
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 0010
Grading (Sta. 126+05 to Sta. 135+50)(Sta. 138+25 to Sta. 156+40)
(Sta. 159+51 to Sta. 182+00)(Sta. 190+00 to Sta. 237+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 52,369.00 |
| Temporary Protection and Direction of Traffic | All Required | | 1,000.00 |
| Temporary Signs | 61 Sq.Ft. | $ 5.00 | 305.00 |
| Flagmen | 1,000 Hour | 15.00 | 15,000.00 |
| Clearing and Grubbing | All Required | | 100,000.00 |
| Removal of Structures and Obstructions | All Required | | 10,000.00 |
| Removal of Columbia Slough Bridge | All Required | | 6,000.00 |
| Ditch Excavation | 375 Cu.Yd. | 4.00 | 1,500.00 |
| General Excavation | 973,900 Cu.Yd. | 1.20 | 1,168,680.00 |
| Granular Backfill Material | 480 Cu.Yd. | 10.00 | 4,800.00 |
| Trench Excavation | 5,250 Cu.Yd. | 5.50 | 28,875.00 |
| Shoring and Cribbing or Extra Excavation | 79,730 Sq.Ft. | .50 | 39,865.00 |
| Bedding Material | 580 Cu.Yd. | 7.25 | 4,205.00 |
| Finishing Roadbed and Slopes | All Required | | 45,000.00 |
| Watering | 5,800 M-Gal. | 8.00 | 46,400.00 |
| Concrete Headwall | All Required | | 3,000.00 |
| 12-inch Sewer Pipe | 44 Lin.Ft. | 30.00 | 1,320.00 |
| 15-inch Sewer Pipe | 30 Lin.Ft. | 20.00 | 600.00 |
| 60-inch Sewer Pipe | 1,570 Lin.Ft. | 85.00 | 133,450.00 |
| 66-inch Sewer Pipe | 234 OLin.Ft. | 105.00 | 24,570.00 |
| 36-inch Culvert Pipe | 345 Lin.Ft. | 30.00 | 10,350.00 |
| 48-inch Culvert Pipe | 40 Lin.Ft. | 1.00 | 40.00 |
| 24-inch Pressure Sewer | 1,590 Lin.Ft. | 44.00 | 69,960.00 |
| Extra for Pipe Under Pavement | 320 Lin.Ft. | 15.00 | 4,800.00 |
| Concrete Sumps with Apron | 3 Only | 1,500.00 | 4,500.00 |
| Special Manholes | 8 Only | 2,500.00 | 20,000.00 |

| | | | |
|---|---|---|---|
| Concrete Slope Protector | 7 Only | 400.00 | 2,800.00 |
| Type 3-70 Fence, Modified | 275 Lin.Ft. | 2.20 | 605.00 |
| Cl-6 Chain Link Fence | 2,855 Lin.Ft. | 5.20 | 14,846.00 |
| Concrete Barrier | 300 Lin.Ft. | 20.00 | 6,000.00 |
| Loose Riprap, Class 100 | 16 Cu.Yd. | 10.00 | 160.00 |
| Roadside Seeding and Mulching | 22 Acre | 500.00 | 11,000.00 |
| Roadside Mulching | 20 Acre | 425.00 | 8,500.00 |
| Roadside Seeding and Mulching (Punch in or Tack Mulch) | 23 Acre | 500.00 | 11,500.00 |
| Wood Poles and Bracket Arms | All Required | | 6,000.00 |
| Luminaires and Ballasts | All Required | | 3,000.00 |
| Wiring, Lamps, Etc. | All Required | | 3,000.00 |
| | | | $1,864,000.00 |

| | | |
|---|---|---|
| Anticipated Items | | |
| Railroad Protective Cost | All Required | 14,500.00 |
| Temporary Erosion Control | All Required | 5,000.00 |
| On-the-Job Trainees | All Required | 1,600.00 |
| | | $ 21,000.00 |
| | Subtotal | $1,885,100.00 |
| | Engineering | 235,637.00 |
| | Total | $2,120,737.00 |

Length of Grading - - - - - - - - - - - - 1.839 miles
Length of Structures - - - - - - - - - - 0.111 mile (Exception)
Length of No-Work Section - - - - - - - - 0.151 mile (Exception)

Total Length - - - - - - - - - - - - 2.101 miles

| | |
|---|---|
| Federal Funds (92.24%) | $1,956,167.00 |
| State Funds | 164,570.00 |
| Total | $2,120,737.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8709 |
| Prefix: | 626-1003 |

STATE COPY

#2709 4-20-81

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>6 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>4-20-81 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>I-205-7(61)312 |
| COMPLETION DATE<br>11-20-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>11-13-80 | TIME ELAPSED<br>108 % | CONTRACT TIME<br>Completion Date<br>6-1-79 |
| APPROVED EXTENSIONS<br>47 | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MARINE DR.-FAILING STREET
EAST PORTLAND FREEWAY
Grading

This project provided for grading and drainage for six 12-foot traffic lanes, bus lanes, and 12 foot medium, plus incidental work common to this type of project.

A time extension of 47 days was granted eliminating all liquidated damages.

RECEIVED
STATE HWY ENGR
MAY 1'81
REFER TO Keasey
FOR
Info Inves R/D O/R Sign Act File

[illegible] 5-1-81

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>T. P. LOWE<br>T. P. Lowe | | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>4/30/81 | TITLE<br>Field Operations Engineer | DATE<br>4/30/81 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8709

November 18, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 3
#8709

Gentlemen:

On November 14, 1980, we wrote to you concerning release of final payment on Contract No. 8709 awarded to Elting, Incorporated for grading on the Northeast Marine Drive-Northeast Failing Street Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $131,176.78 and the total contract amount is $2,448,917.98, including $38,280.36 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
cc: Elting, Incorporated
P. O. Box 366
Clackamas, OR 97015

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8709

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

November 5, 1980

In Reply Refer to
File No.: CON 5 #8709

Elting, Incorporated
Post Office Box 366
Clackamas, OR 97015

Re: Time Extension Request
N.E. Marine Drive-N.E. Failing St.
FAP No. I-205-7(61)312
Contract No. 8709

Gentlemen:

We have received a letter from Westinghouse Lighting Division verifying a delay in the manufacture of roadway luminaires for the above project due to a strike. A copy of their letter is enclosed for your information. The duration of the strike is stated as being "from July 16, 1979 to August 29, 1979." Therefore a contract time extension of 44 calendar days is granted due to the labor dispute. An additional three calendar days are granted due to a delay by Portland General Electric in making the required power hookup.

The revised specified completion date for Phase ~~A~~ B of this project is November 20, 1979. This will eliminate all liquidated damages on this project.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

Enc.

cc: H. S. Coulter (w/enc.)
Ed Hardt "
William Tison "
FHWA "
Robert Church "

RECEIVED
STATE HWY ENGR
NOV 5 - '80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

Westinghouse Electric Corporation Components & Materials
Industry Products Company

Lighting Division
US Highway 61 South
Box 824
Vicksburg, Mississippi 39180

October 28, 1980

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Attention: C. T. Keasey
Assistant State Highway Engineer

Reference: File No. CON 5 #8709
Time Extension Request
N.E. Marine Drive - N.E. Failing Street
Contract No. 8709

The labor strike by IBEW Local #1843 against Westinghouse Lighting Division during the period from July 16, 1979 to August 29, 1979 prevented on-time manufacture and shipment of Roadway luminaires to Alson Electric for use on above job.

This order was placed on top priority for shipment within 20 days after strike ended. Shipment was made 9/21/79.

Thank you for consideration of additional contract time for our customer.

Sincerely,

WESTINGHOUSE LIGHTING DIVISION

Bettye Pharr

Bettye Pharr, Supvr.
Customer Service

lnb

cc: Mr. Bill Dillon - Lighting Dynamics
Mr. Dennis Finck - Wesco Portland

RECEIVED
NOV 3 1980
CONSTRUCTION BRANCH

Keasey
Jethmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

STATE OF OREGO

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: May 12, 1980

FROM: Marion Craft
MARION CRAFT
Region 1 Construction Engineer

SUBJECT: NE MARINE DR.-NE FAILING ST.
East Portland Freeway
Contract No. 8709
Time Extension Request

Keesey
Jackmond
Hopkins
Williams
Johnsen
Glenn
RECEIVED
MAY 13 1980
CONSTRUCTION
BRANCH
Richards
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Widmer
Gebauer
Church

Attached is the contractor's request for a time extension of 47 days, and Bill Tison's letter containing pertinent information and his recommendation. Bill has listed the circumstances surrounding the illumination work, and with the letter attached to the time extension request, seems to have sufficent justification for the request.

I concur in Bill's recommendation that the 47 days be granted due to the effects of the strike at Westinghouse.

11-5-80
strike delay = 44 C.D. = P
PGE delay = 3 C.D. = N

6
OZ RE RME RCE E
TE RECEIVED RSM
UE MAY 15 1980 RSC
SO REGION I RBI
TO

5-14-80

Marion Craft -

Please obtain a letter from Westinghouse stating the dates of the strike and the delay resulting from the strike. Lighting Dynamics cannot certify a delay due to a strike that happened at a third parties plant.

BJackmond

MC/gw
Attachment
cc: Bill Tison

Contains Recycled Materials
11-129-1367

SP*75683-125

STATE OF OREGON
9250 N.E. Skidmore St.
Portland, Oregon 97220

# INTEROFFICE MEMO

TO: Ed Hardt
Regional Engineer

DATE: April 29, 1980

FROM: W.A. Tison
W. A. Tison
Res. Engr.

SUBJECT: Time Extension Request
N.E. Marine Dr. - N.E. Failing St.
East Portland Freeway
Contract 8709

Attention: Marion Craft

OE RE RME RCE BE
TE RECEIVED RSM
UE MAY - 2 1980 RSC
SO REGION I RBI
TO

Attached herewith Form 81-734-3320, "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" for the subject project. This is the third and should be the last request for time extension. Two other requests for time extensions of 75 & 81 days were previously granted.

Related data is as follows:

| | |
|---|---|
| March 28, 1978 | Contract Awarded |
| April 23, 1978 | Work began on project |
| November 10, 1978 | Wood Luminaire poles installed |
| November 30, 1978 | Calendar workdays stop |
| March 1, 1979 | Calendar workdays start |
| June 1, 1979 | Scheduled completion date of Contract |
| October 4, 1979 | Final completion date of project after both time extensions granted |
| November 20, 1979 | Olson Electric completed lumination - Project Completed |

Considerable difficulty was encountered in obtaining specified material to complete the lumination system on the subject project. Olson Electric processed a purchase order with Westinghouse for fixtures as quoted. Westinghouse refused the order due to the quotation failing to meet the specifications. An order was negotiated with General Electric, but the contractor was advised that the order could not be filled any sooner than 9 to 12 months. Since this was not compatable with the contract time, the contractor continued investigations with Westinghouse. Our Bob Dixon and Westinghouse agreed that an increase in wattage would provide the desired results. On this basis an order was placed for factory fabrication of 150 watt lamps. Upon receival of this order, it was discovered that the ballasts were 115 volt in lieu of the 240 volts as ordered. P.G.E. will only maintain 240 volt ballasts so the fixtures were re-ordered. This order was received by Westinghouse on July 11, 1979. Two days later the facility was tied up in a strike which was settled August 30, 1979. The order delayed 47 days by the strike was shipped on September 21, 1979. Upon receival of the proper fixtures, the contractor learned that the equipment installed several months earlier had eroded. This equipment was repaired and the installation of the fixtures was completed on October 5, 1979.

Contains Recycled Materials
81-125-1387

Portland General Electric was unable to string the wire from the power source through the system until November 7. This work was completed November 8. Olson Electric taped the photocells Tuesday November 13 and the system started on a 7 day continuous operation in accordance to specifications. The system completed the 7 day test satisfactorily and the project was completed November 20, 1979.

I recommend that the contractor's request for 47 days time extension be granted, based upon the 47 day delay of Olson Electric's order because of the strike of Westinghouse facilities.

WAT/pl

cc: C. T. Keasey
file

87-9

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 15, 1980

In Reply Refer to
File No. CON 5 #8709

Elting, Incorporated
Post Office Box 366
Clackamas, OR 97015

Re: Time Extension Request
N.E. Marine Drive-N.E. Failing St.
Contract No. 8709

Gentlemen:

We are in receipt of a letter from Mr. Dennis Finck, Sales Manager of WESCO, to Olson Electric commenting on the alleged strike occurring at the Westinghouse Lighting Division. I enclose a copy of Mr. Finck's letter for your information. In spite of our repeated request, we have not yet been furnished a letter from Westinghouse Lighting Division verifying its strike. The letter from Mr. Finck bears the letterhead "WESCO" and also the name "Westinghouse Electric Supply Company". A check with the Oregon Corporate Commission office indicates that no such firm is authorized to do business in the State of Oregon.

Again, we state to you that if a strike did indeed prevent the Westinghouse Lighting Division from delivering materials and that this delay in materials delivery delayed the completion of the project, an extension of contract time will be granted. The firm actually suffering the delay due to the labor dispute in this case, the Westinghouse Lighting Division, needs to originate the letter verifying the labor dispute. The letter should contain the union local that was involved and its number. The letter should also contain the dates of the strike and a statement verifying the duration of the delay in the delivery of the materials for this project. We will be happy to process your request for additional contract time upon receipt of the above described letter from Westinghouse Lighting Division.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

Enc.

cc: H. S. Coulter
Ed Hardt
Bill Tison

RECEIVED
STATE HWY ENGR
SEP 16 '80
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

Portland, Oregon [illegible]
503 221 4400

W E S C O

Olson Electric
P.O. Box 830
Vancouver, Wa 98666

Attn: Joe Olson

Subject: Westinghouse Lighting
N.E. Marine Drive--N.E. Failing St.
E. Portland Freeway
Contract #8709

Dear Mr. Olson,

The contents of this letter should be forwarded through Elting Const., to Mr. Bill Tison, District Eng. O.S.H.D..

The order for the 13 lumenaires was received and entered by this office on July 11, 1979. On July 13 the Westinghouse Lighting Division Employees went on strike and did not settle until August 30th.

The order was delayed for that period of time, approx. 47 days. The order was shipped on 9/21/79.

Very truly yours,

Dennis Finck
Dennis Finck
Sales Mgr.

DF/sak

RECEIVED
SEP 03 1980
W. A. TISON
RES. ENGR.

RECEIVED
SEP 5 1980
CONSTRUCTION
BRANCH

Jackmond
Hopkins
Williams
Richards
Berg
Inloes
Widmer
Gebauer
Church

8709

*** FINAL REPORT *** 2

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION<br>N.E. Marine Dr. - N.E. Failing St. | WEEK ENDING<br>May 16, 1980 |
| | | SECTION PREFIX<br>626-1003 |
| | HIGHWAY<br>East Portland Freeway | COUNTY<br>Multnomah |
| NAME OF JOB<br>N.E. Marine Dr. - N.E. Failing St. | KIND OF WORK<br>Grading | |
| CONTRACTOR<br>Elting, Incorporated | CONTRACT NUMBER<br>8709 | FEDERAL AID PROJECT NUMBER<br>I-205-7(61)312 |
| DATE OF CONTRACT<br>March 28, 1978 | DATE WORK STARTED<br>April 19, 1978 | ESTIMATED COMPLETION DATE<br>PROJECT COMPLETED |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: | SPECIFIED WORK DAYS (a) 9-13-79 | WORK DAYS USED 535 of 535 |
| MEN: 0 SUPERVISION: 0 | SPECIFIED CALENDAR DAYS (b) 10-04-79 | CALENDAR DAYS USED 603 of 556 |
| PROJECT AUTHORIZATION: $ 2,725,810.50 | SPECIFIED COMPLETION DATE<br>(a) 9-13-79 (b) 10-04-79 | PERCENT OF TIME ELAPSED<br>(a) 100 (b) 108 |
| EXCLUSIVE OF ENGINEERING: $ 2,455,810.50 | ENGINEERING AUTHORIZATION $ 270,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,455,212.82 | ENGINEERING COST TO DATE $ 296,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED PERCENT: OVERRUN ~~XXXXXX~~ 1.08 % | PERCENT OF AUTHORIZATION 110 % | DATE PROJECT WAS COMPLETED:<br>November 20, 1979 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 1.97 | | | | |
| MILES PARTIALLY COMPLETED | 1.97 | | | | |
| MILES COMPLETED | 1.97 | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 973,900CY | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 1,278,305CY | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | | | | |
| NUMBER OF SHIFTS PER DAY | 0 | | | | |
| HOURS PER SHIFT | 0 | | | | |

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| May | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 11 | Overcast | 0 | | |
| MONDAY | 12 | Overcast | 0 | | |
| TUESDAY | 13 | Overcast | 0 | | |
| WEDNESDAY | 14 | Overcast | 0 | | |
| THURSDAY | 15 | Overcast | 0 | | |
| FRIDAY | 16 | Sunny, Mild | 0 | | |
| SATURDAY | 10 | Showers | 0 | | |

RECEIVED
MAY 20 1980
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

| May | GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK |
|---|---|
| SUNDAY 11 | No activity. |
| MONDAY 12 | No activity. |
| TUESDAY 13 | No activity. |
| WEDNESDAY 14 | No activity. |
| THURSDAY 15 | No activity. |
| FRIDAY 16 | No activity. |
| SATURDAY 10 | No activity. |

## REMARKS

The project was completed on November 20, 1979. The Semi-Final Estimate will be submitted next week so this will be the Final Weekly Report. The contractor still has not submitted all the required paperwork so we have not submitted the third notification to date.

SIGNED W.A. Tison LOCATION Portland

W. A. Tison, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#8769 2-20-80 B

cc: OSHD (H S Coulter)

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

**INTERMEDIATE AND FINAL INSPECTION REPORT**

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>5 | COUNTY<br>Multnomah | DIVISION<br>Oregon |

IN COMPANY WITH
Marion Craft, Reg. Constr. Engr, OSHD & Bill Tison, Resident Engineer

| | | |
|---|---|---|
| DATE OF INSPECTION<br>2-20-80 | INSPECTION MADE BY<br>C. T. Christianson, Area Engineer<br>Original signed by<br>C. T. CHRISTIANSON | PROJECT NO.<br>I-205-7(61)312 |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>108 % | WORK COMPLETED<br>100 % |

MARINE DR. - FAILING ST. SEC.
EAST PORTLAND FREEWAY
Grading

The scope of this inspection covered a review of project records covering quality control and progress payments as well as a field review of the completed project. Project records and contract administration procedures were found satisfactory. They adequately document the quality of work and materials.

Added surcharge needed in the Airport Interchange area and the experienced shortage of embankment material have resulted in a 31% excavation overrun. All work has been completed in accordance with the contract and approved changes. A request for extension of contract time is anticipated.

RECEIVED
STATE HWY ENGR
MAR 5 '80
REFER TO Keasey
FOR
Info | Inves | R/C | D/R | Sign | Act | File

3/5 cy

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

## Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ICTOR ATIYEH
GOVERNOR

8

CON 5

RECEIVED
STATE HWY ENGR
MAR 7 '80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

DATE: December 6, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-205-7(61)312

Contract 8709, Work Completed November 20, 1979

Project NE Marine Dr.-NE Failing St.

Highway E. Portland Freeway

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Feb. 20, 1980

for G. L. Green
Division Administrator

NOTED
H. S. COULTER

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

Keasey — RECEIVED — Richards
Jackmond — Berg
Hopkins — MAR 5 1980 — Inloes
Williams — Widmer
Johnsen — CONSTRUCTION — Gebauer
Glen — BRANCH — Church

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8709

DATE: November 8, 1979

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
N.E. Marine Dr.-N.E. Failing
East Portland Freeway
Contract No. 8709

This interstate grading project is nearing completion. An overrun in the project authorization of $267,800 (10.9%) is anticipated.

The major contributors to the overrun are an increase in the general excavation item of $140,000 and borrow material added to the contract at $81,400. These increases are a result of the surcharged fill settling more than expected and additional material was therefore required.

Construction engineering is another major item requiring an estimated $45,000. The added work and continued monitoring of the surcharged fill have substantially increased the engineering costs.

It is recommended that the authorization for this project be increased $267,800 to a new total of $2,725,810.50. This matter will be on the consent calendar for your November 20 meeting.

DCA:mk jh
bc: F. B. Klaboe
C. W. Head
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell

8709

1

**STATE OF OREGON**

Highway Construction
DEPT.

378-6318
TELEPHONE

**INTEROFFICE MEMO**
FILE: CON 5 #8709

TO: H. S. Coulter
State Highway Engineer

DATE: November 7, 1979

FROM: O. B. Jackmond
for Contract Administration Engineer

SUBJECT: Request for Increased
Project Authorization
N.E. Marine Drive-N.E. Failing Street
East Portland Freeway
Contract No. 8709

This Interstate grading project is nearly complete (99%) and the need for an additional increase in the project authorization has become apparent. The authorization was previously increased on May 15 of this year but an additional $267,800 (10.9%) is now required.

The surcharged fills continued to settle at a more constant rate than anticipated. The surcharged grade was increased which increased the general excavation item by $140,000. Additional material was also borrowed and paid for by price agreement in the amount of $81,400.

The overrun of contract items, added work, and the continued monitoring of the fills has increased the engineering cost. It is estimated this item will overrun by $45,000.

A rough draft letter to the Transportation Commission is attached along with a completed Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase is eligible for federal participation.

OBJ:WR:fr

Att.

cc: E. L. Hardt
William Tison
Robert Church

11/20
approved
Project Auth.
to Construction

#8709

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8709

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 7, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
N.E. Marine Dr.-N.E. Failing St.
Contract No. 8709

TO: Memo to File

Elting, Incorporated, contractor on this project, has requested a time extension of 57 calendar days for both phase "A" and phase "B" of the contract. Significant project dates and times are as follows:

| | |
|---|---|
| Contract awarded | March 28, 1978 |
| Original specified completion, "A" | November 15, 1978 |
| Original specified completion, "B" | June 1, 1979 |
| Present approved extension, "A" | June 23, 1979 |
| Present approved extension, "B" | July 15, 1979 |

This is the second time extension request on this project. The contractor was granted an extension to April 29, 1979 for phase "A" (all embankment north of Columbia Slough) as a result of his first request. Phase "B" (total project completion) was not considered at that time. Stop work orders have extended the completion times to the dates stated above.

The contractor's present request for additional time is three items:

1. 15 days in November, 1978 when job should have been under "stop work" order.
2. 36 days in June, 1979, due to quantity overrun.
3. 6 days in April and May, 1979 for low productivity due to marginal weather conditions.

The claimed items 1 and 3 should be considered together, since they are both essentially weather related. In granting additional time for phase "A" under the first time extension request, it was recognized that the State was replacing time lost from May 1 through July 9 with winter and spring days and that this was probably not an equitable exchange. However, since we were unable to predict the seasonal impact, it was decided to grant the time extension on a one-for-one basis and to provide for the seasonal impact by issuing "stop work" orders when conditions were unsuitable for the grading work. This was done, and four "stop work" orders were issued for this reason. The 15 days claimed from November 16 to December 1, 1978 is of questionable validity. The contractor worked four of these days and perhaps that is not "reasonably unpredictable" for either the first or last half of November. However, we do need to give due consideration for the seasonal impact created by the original delay. The six days claimed for periods of low productivity in the spring of 1979 appear to be valid. The "stop work" orders issued provided for the periods when the grading work could and should not be done, but they did not provide for periods of low productivity. A review of project records indicates that six calendar days should be granted for this reason.

The contractor's request for additional time due to an overrun in general excavation quantities is valid. The plan quantity of general excavation was 973,900 cu. yds. and it is now estimated that 1,190,000 cu. yds. will be required for an overrun of 216,100 cu. yds. to complete the planned work. The resident engineer calculates that 48 calendar days should be allowed for this work. This time should be granted.

Several items of work have been added to the contract and will require additional time to complete. The contractor did not include these items in his request since he was not totally aware of the added work at the time he submitted his request. The added work items are:

| | Item | Excavation Required |
|---|---|---|
| 1. | Bicycle embankment | 13,600 cu. yds. |
| 2. | Exc. Bicycle emb. for str., "N" Line | 4,450 " " |
| 3. | "F" Line surcharge (North) | 4,725 " " |
| 4. | "F" Line surcharge (South) | 4,725 " " |
| 5. | "SW2" Line surcharge | 25,000 " " |
| 6. | "L" Line surcharge | 41,275 " " |
| | Total | 93,775 cu. yds. |

The resident engineer calculates that it will require 27 calendar days to complete this added work. This time should be granted.

In summary, additional time should be granted for both phase "A" and phase "B" of the project as follows:

6 calendar days for seasonal impact of original delay.
48 calendar days due to plan quantity overrun.
27 calendar days due to added work.
Total: 81 calendar days

The revised project completion dates will then become September 13, 1979 for phase "A" and October 4, 1979 for phase "B". FHWA concurrence is not required.

OBJ:fr

cc: H. S. Coulter
Ed Hardt
William Tison
FHWA

RECEIVED
STATE HWY ENGR
AUG 8'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON
1859
~~ROBERT W. STRAUB~~
GOVERNOR
Vic Atiyeh

*Department of Transportation*
STATE HIGHWAY DIVISION

August 7, 1979

Elting, Incorporated
Post Office Box 366
Clackamas, OR 97015

Gentlemen:

Time Extension Request
N.E. Marine Dr.-N.E. Failing St.
Contract No. 8709
I-205-7(61)312

A careful review and evaluation has been made of your request for additional contract time on this project. Additional time is granted for the seasonal impact of the original delay in permitting excavation through the UPRR embankment; for an overrun in plan quantities of general excavation; and for work added to the project.

The specified completion dates are revised to September 13, 1979 for phase "A" and to October 4, 1979 for phase "B".

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
William Tison
Bob Church
FHWA

Form 81-734 3123

8709

1-205

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem
July 3, 1979

**SUBJECT:** Marine Drive-Failing street
East Portland Freeway, I-205
Multnomah County
Extra Surcharges Needed

To: Ed Harde
Region Engineer
Milwaukee

Attention: Marion Craft, Construction Engineer

Projection of future settlement of fills on the subject project shows that extra surcharges should be installed at certain locations. The projections are based on settlement measurements made by the Region Geologist and those made on hubs on the fills during the winter by the Resident Engineer.

Over half a foot of settlement may occur under the SW-line fill after the pavement is constructed and this can be prevented by the addition of ten more feet of surcharge during the period until paving is scheduled. Recommended extent is shown on the attached cross-section and profile. Except for the minimum necessary removal for the structure construction, the surcharge should be left in place as long as possible before paving. February 1981 was used as a terminal date in the analysis.

In order to place the extra surcharge on the SW-line safely, a counterbalance should first be placed at the toe of the slope under the structure abutment where no fill now adjoins the slope. Dimensions of the counterbalance are shown on the attached profile.

Settlement of the F-line fill will be mostly differential after the flume is constructed accross a nearly rigid structure at the Airport Way crossing. The possible 0.4 foot settlement to be experienced can be practically eliminated by the addition of 5-feet of surcharge now. Surcharge must be placed on the fill slopes too in order to be effective and a centerline length of 100-feet is sufficient.

Finally, all fills located North from Columbia Slough should have surcharge or extra surcharge placed on them if they were not practically finished by November 30, 1978. L-line North from the slough which is being finished this year should have an extra 4-feet of surcharge for a total depth of surcharge of eight feet and this should be extended to the east over the parallel F-line which is graded this year. These surcharges do not have to be extended onto the side slopes of the fill. And a minimum necessary amount can be removed at the Columbia Slough structure abutment to permit the structure construction.

cc W. A. Tison
J. H. Versteeg
A. D. Olson
C. T. Keasey
Ron Chassie, FHWA

Frank E. Terpin
Location Engineer

by F. W. Yarbrough
Soils Engineer

REFERRED TO
Baird
✓ Stoudenmeyer — Send copy to Br. Sec.
Cole
Sample
Eriksen
Watson
Hager
Dorn
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

✓ Versteeg
Anderson
Christensen
AD Olson copy
Sullivan
Terpin
Treut
Wakerlig

RECEIVED
JUL 05 1979
ROAD DESIGN SECTION

Do No
Return
Bring
Action

SP*52475-734

# 8707 6-6-79

8

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(61)312

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ ☐ 2.

PROGRAM NO.

ITEM NO. 80158

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-14 orig fwd

RECEIVED
STATE HWY ENGR
JUN 14 '79
REFER TO [illegible]
FOR
Info | Invcs | R/I | D/R | Sgn | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6-6-79

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:
N.E. Marine Drive - N.E. Failing St.

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 6, 1979, I approve the program change adding appropriation Code 042. Revised program is as follows:

| Appn. Code | Total Cost | Federal Funds |
|---|---|---|
| 045 | $2,120,737.00 | $1,956,167.00 |
| 042 | 343,449.00 | 316,798.00 |
| | $2,464,186.00 | $2,272,965.00 |

DATE 6-6-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hoerner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-912

Salem, Oregon
May 15, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

C. T. Keasey
Construction Engineer

NE Marine Dr.-NE Failing St.
East Portland Freeway
Multnomah County
Contract No. 8709

Since the subject grading project went to contract, a bikeway connection from the freeway median to the drainage flume line has been developed in the Airport Interchange. The bikeway overcrosses the northbound on-ramp from Airport Way with a structure and embankments to connect to the flume line.

The construction of all embankments planned in the Marine Drive to Marx area need to be accomplished at the same time. Mr. Yarborough advises that the placement of additional embankment material after the initial construction will cause additional settlement. It is, therefore, necessary to add the construction of this bikeway connection to the present Marine Drive to Failing grading contract. The embankment should be constructed through the bikeway structure area without an opening and the plug removed on the structure contract. The quantity required for this is approximately 10,000 cubic yards.

Mr. Yarborough has indicated the embankment material placed at the main roadway crossing of Airport Road can be removed now. If the present contract can use this material, there is 40,000 cubic yards in this plug.

Please arrange for the bikeway embankment construction to be completed on the present contract.

One copy each of sheets showing the typical section, plan and profile is attached.

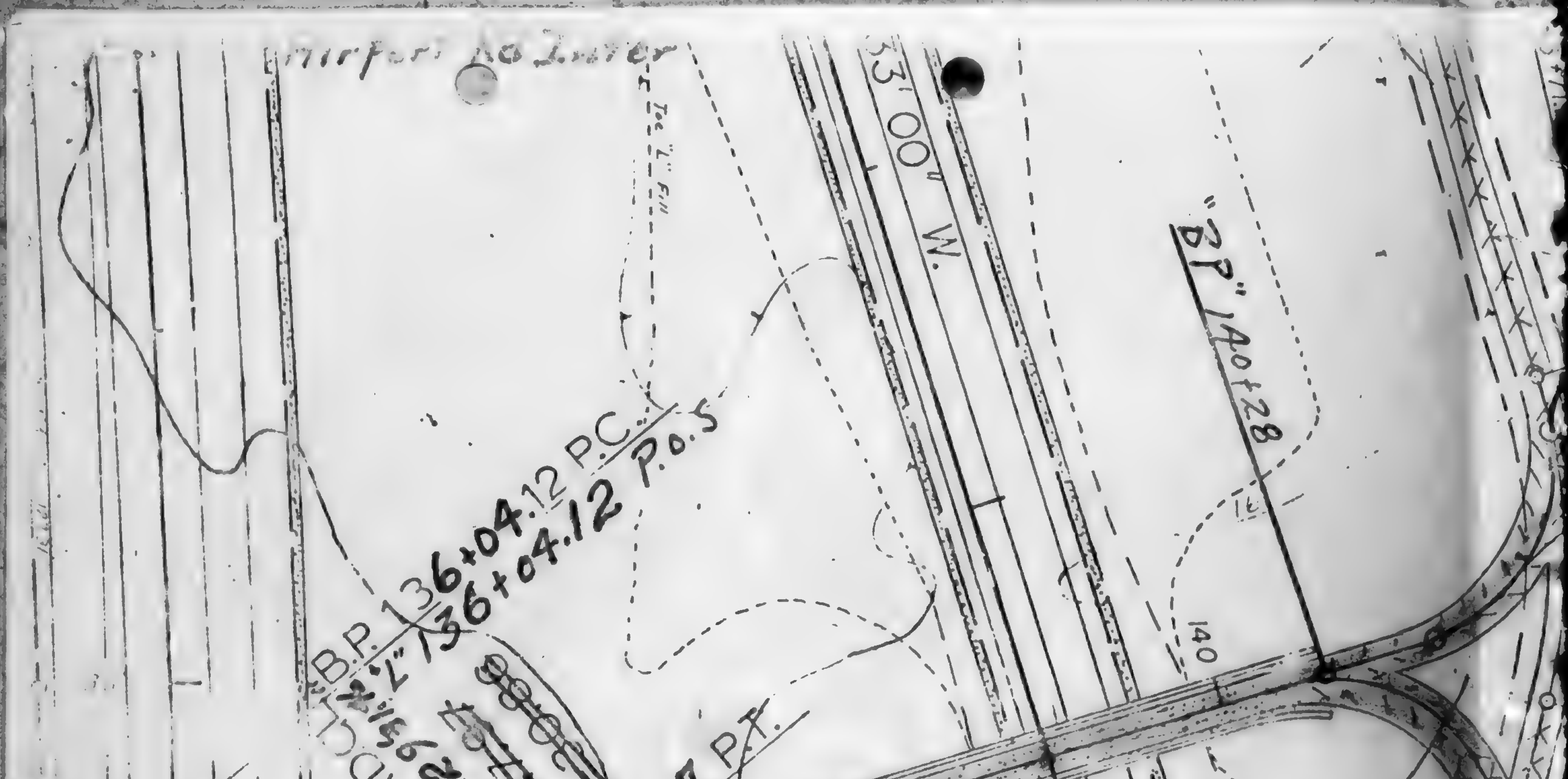
FE:ab
cc: E. L. Hardt, w/attach. (3)
Bill Tison, w/attach. (1)
Fred Eriksen

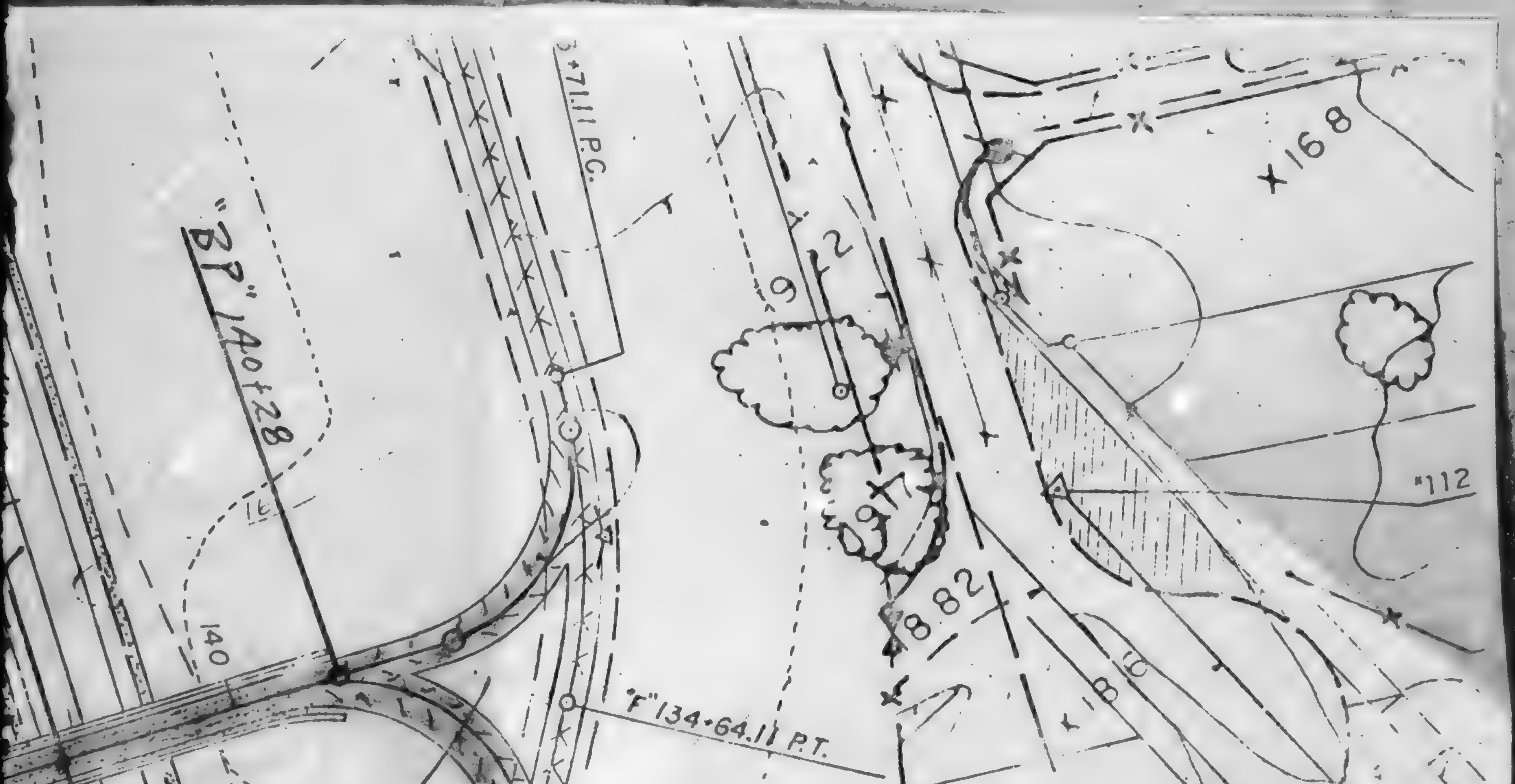
/Dan
Paul
Art
O.b.

1 Versteeg ✓
Anderson
Christensen
Olson
2 Sullivan JWS
Terpin
Trout
Wekerlig

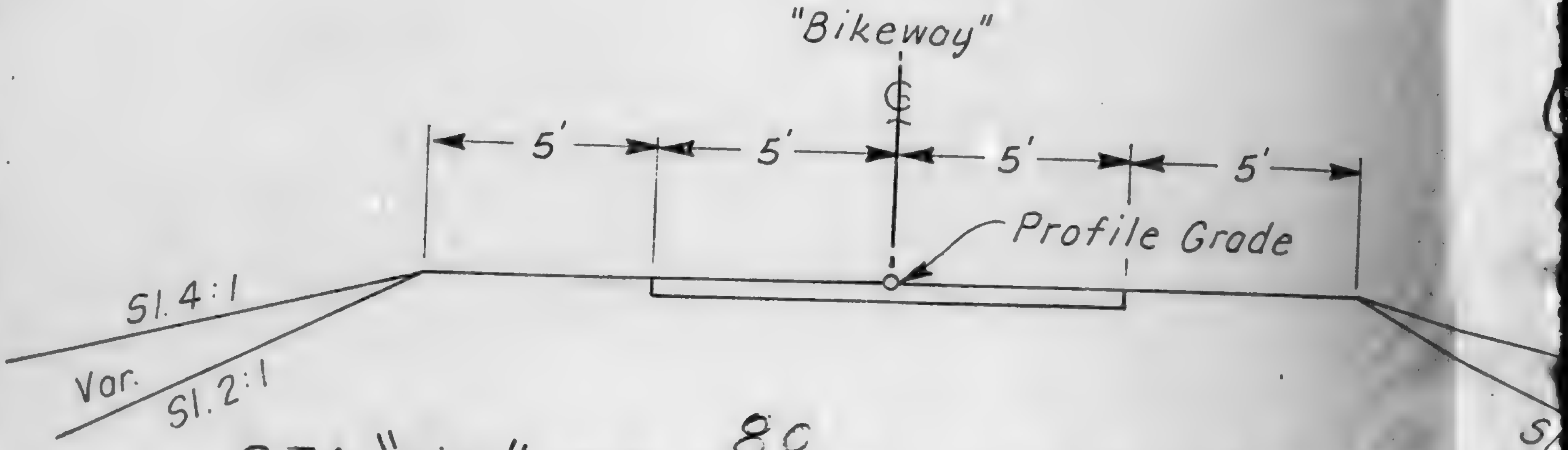
RECEIVED
MAY 15 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring up __/__/__
Action

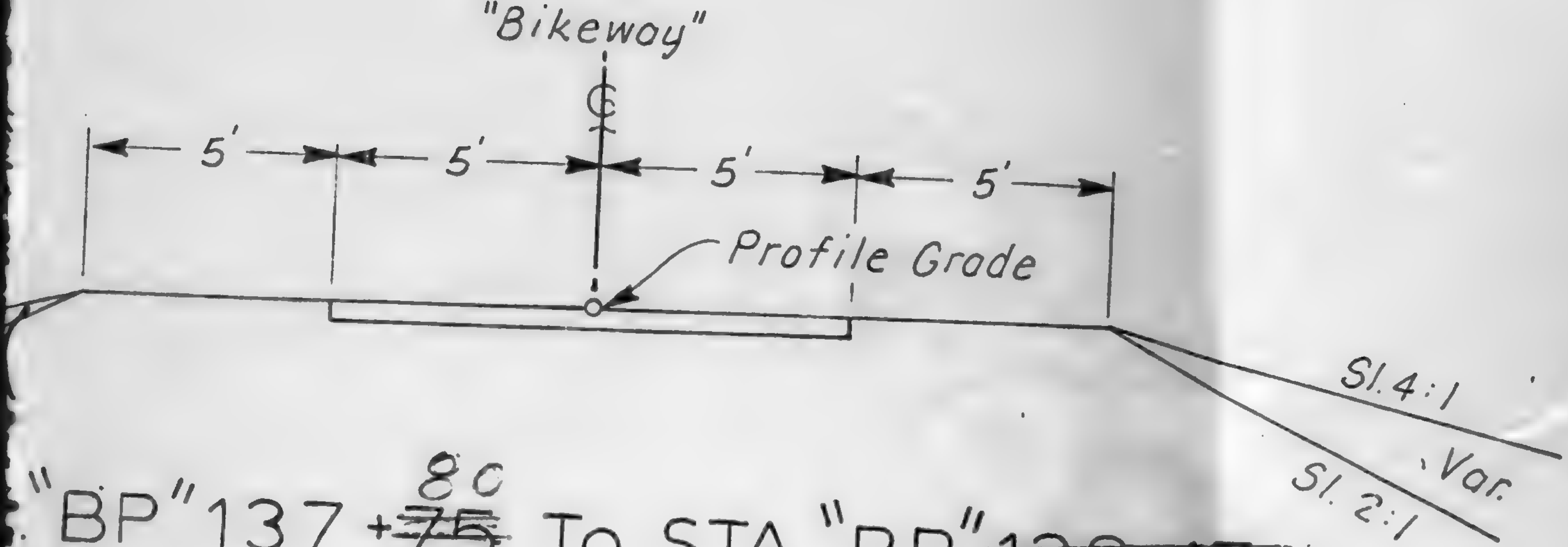

Airport Rd Inter
Toe "L" Fill
33' 00" W.
"BP" 140+28
140
B.P. 136+04.12 P.C.
"L" 136+04.12 P.O.S
"BP" 30' RAD. C.
Δ=93°29'31"
B.P. 136+53.07 P.T.
"BP" 138+86.34 P.T.
BP - R 100'
Δ 41°45'38"
"BP" 138+13.45 PC
"BP" 138+19.65 PC
EQUA
BP - R=100
Δ55°12'38"
"BP" 138+12.25 P.T.
"N" 136+56.20 P.C.
"ES" 122+70.32 P.O.T =
"AW" 88+59.86 P.O.T (31.5 LT)
"B" 137+15.89 PC
R. 170.455
R.
55' R.
51.5
96.52
+
Rotate Wing Wall
12
19.5
14
5
90
19.5
19.5
2:1
2:1

"BP" 140+28
3+71.11 P.C.
"F" 134+64.11 P.T.
38+86.34 P.T.
140
×168
*112
8.82
2:1
2:1
55'
+96.52
R 376.455
5.5 LT
+00 R/W 60'
AIRPORT WAY
19.5
19.5
12
19.5
12
12

[illegible] Port Rd. [illegible]

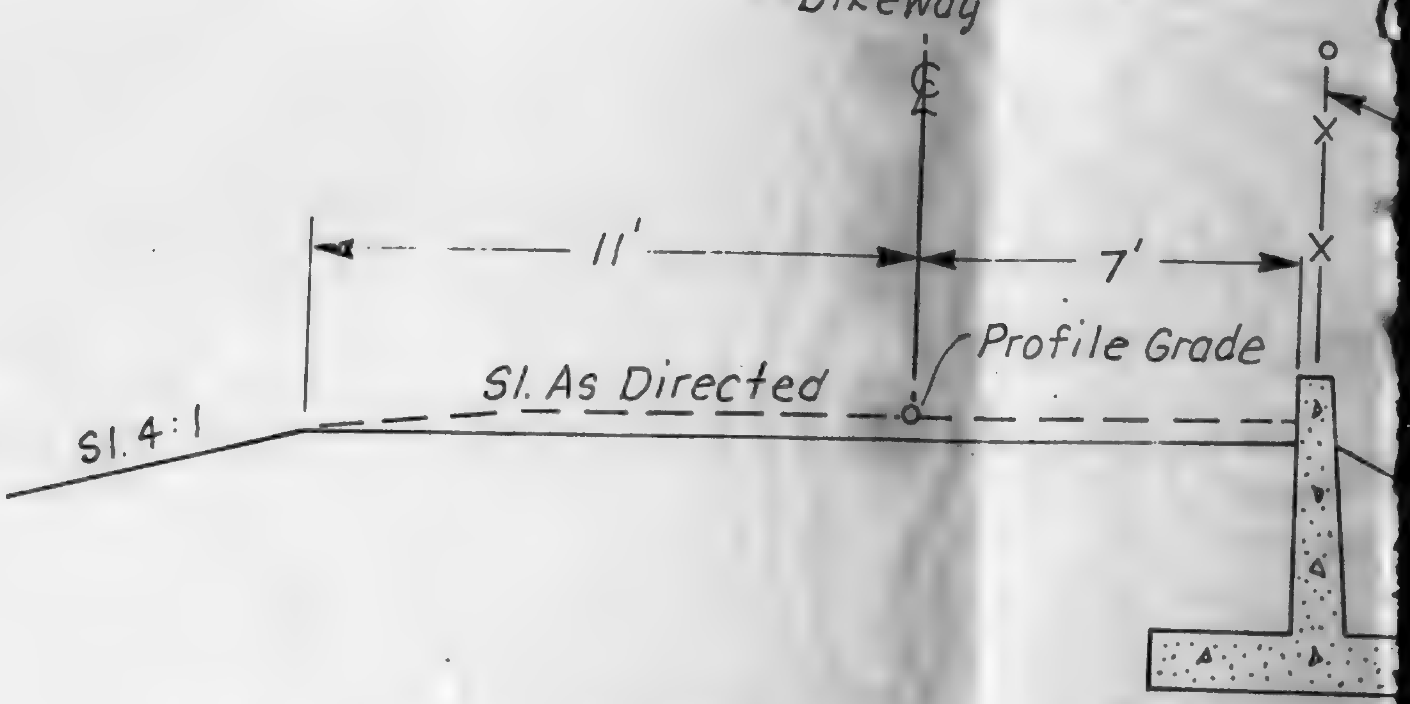

"Bikeway"
℄
5'
5'
5'
5'
Profile Grade
Sl. 4:1
Var.
Sl. 2:1
Sl

STA. "BP" 137 + ~~75~~ 80 To STA. "BP" ~~138 + 17~~ 141 + 00

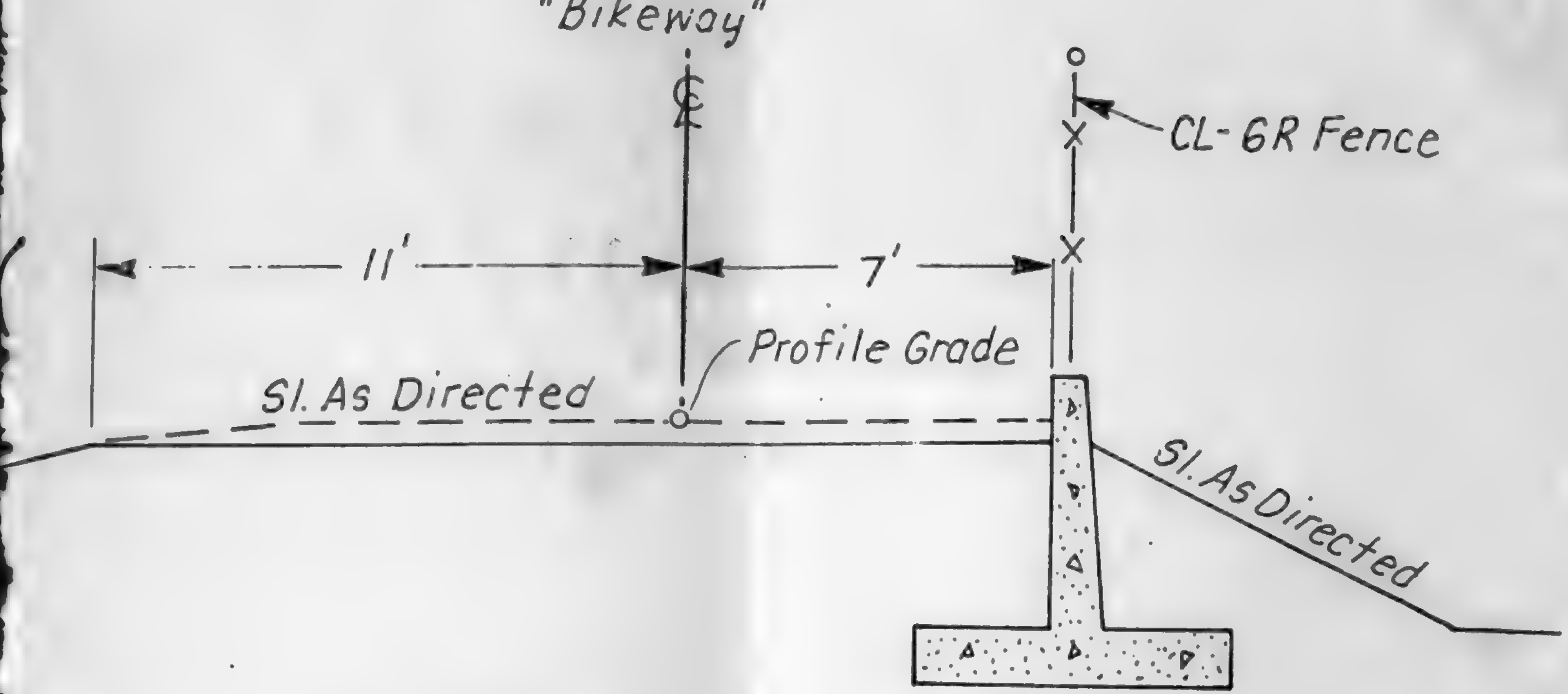

"Bikeway"
℄
5'
5'
5'
5'
Profile Grade
Sl. 4:1
Var.
Sl. 2:1

"BP" 137 + ~~75~~ 80 To STA. "BP" ~~138+17~~ 141 + 00

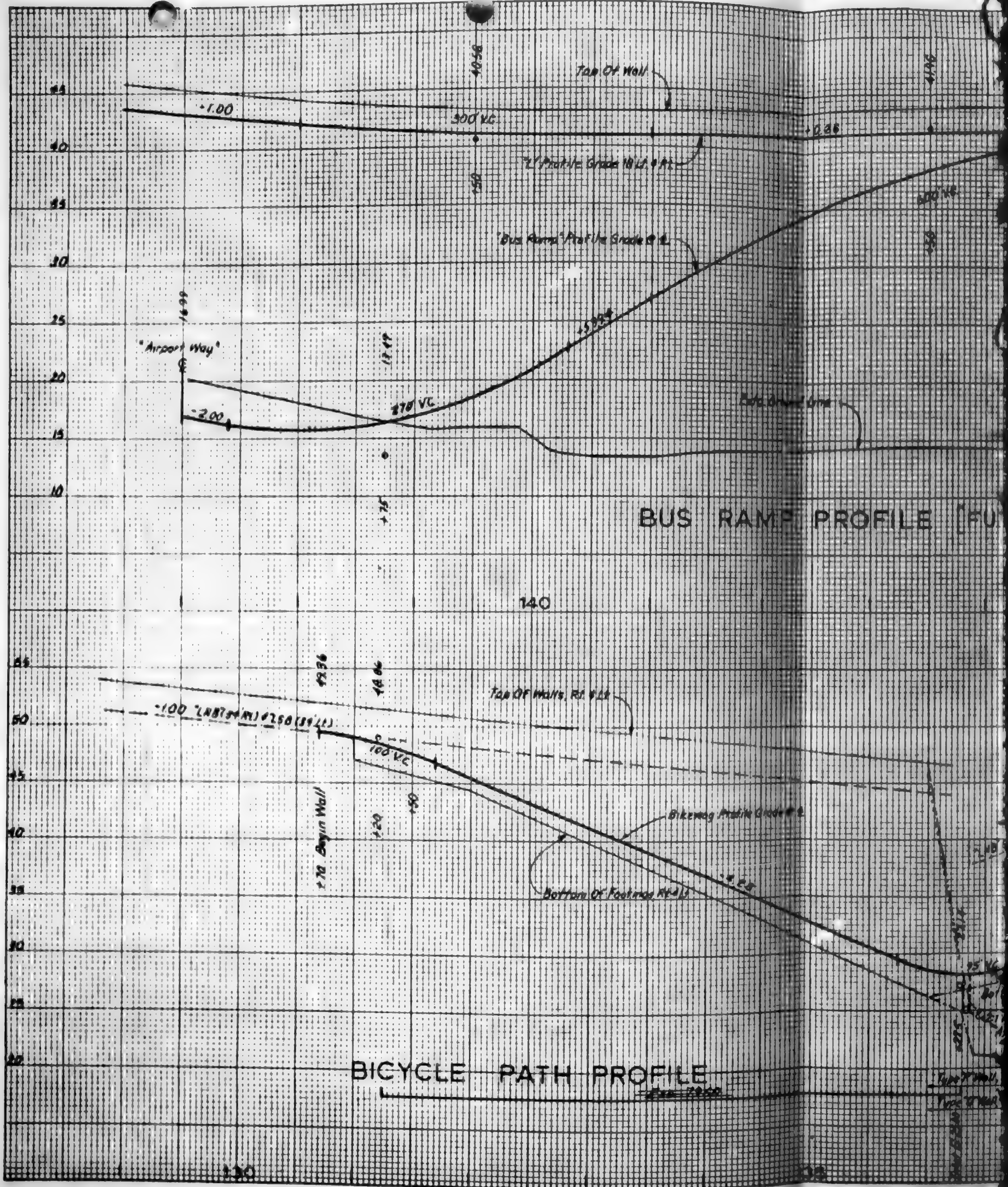
Airport Rd Inter


"Bikeway"
℄
11'
7'
Profile Grade
Sl. As Directed
Sl. 4:1

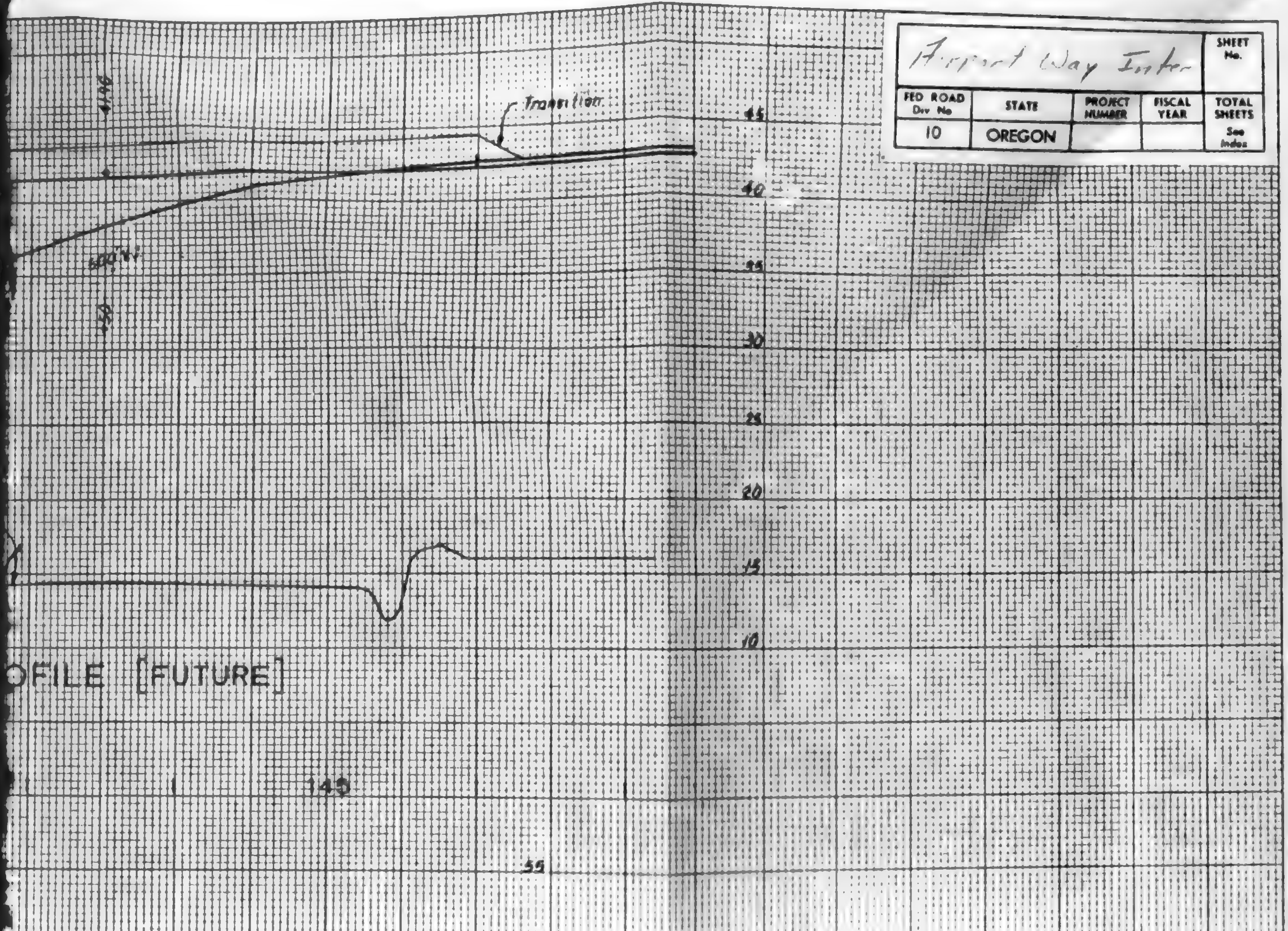
STA. "BP" ~~137+50~~ 136+90 To STA. "BP"1

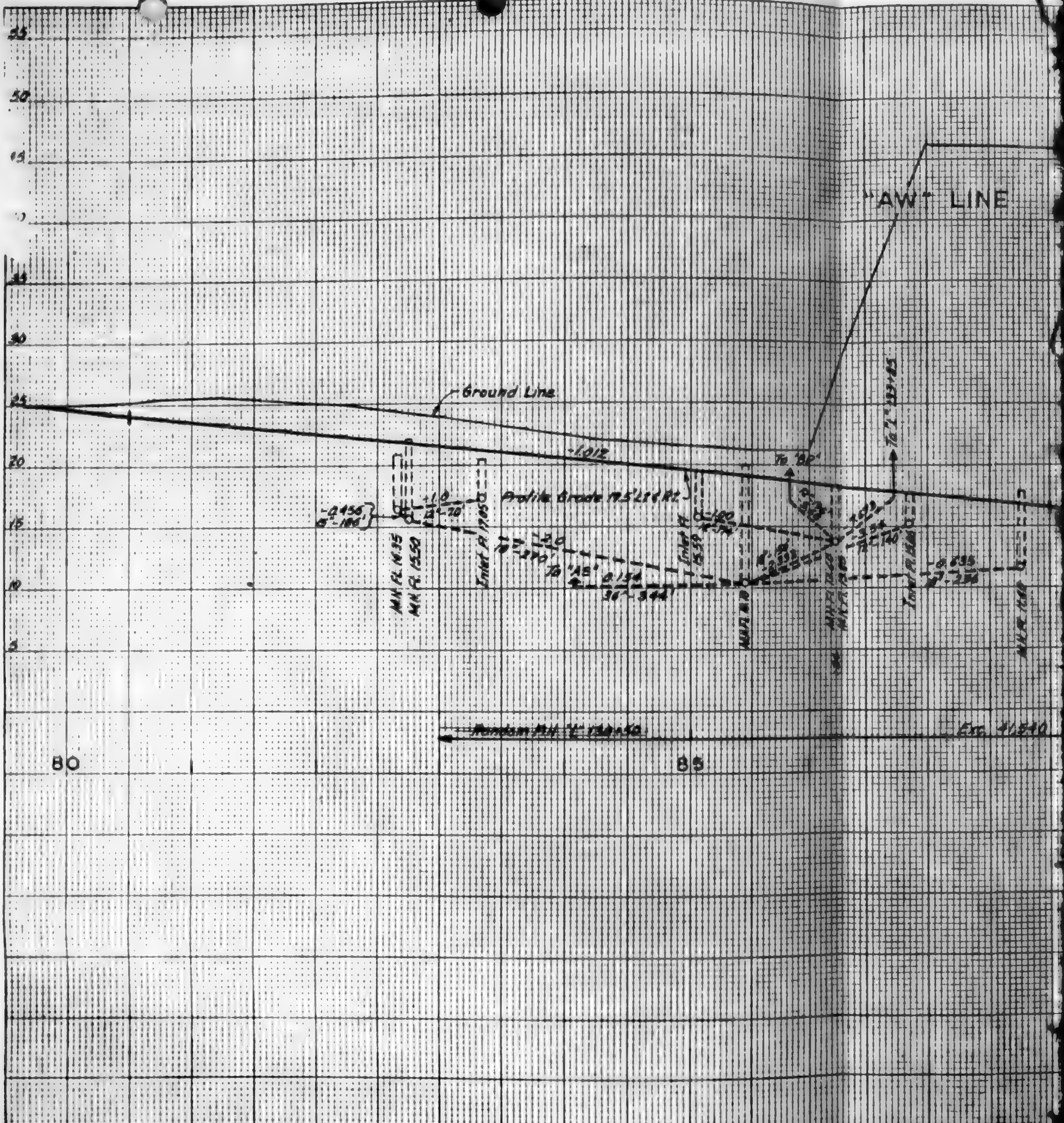

"Bikeway"
CL-6R Fence
11'
7'
Profile Grade
Sl. As Directed
Sl. As Directed

TA. "BP" ~~137+50~~ 136+90 To STA. "BP" 137+~~75~~ 80

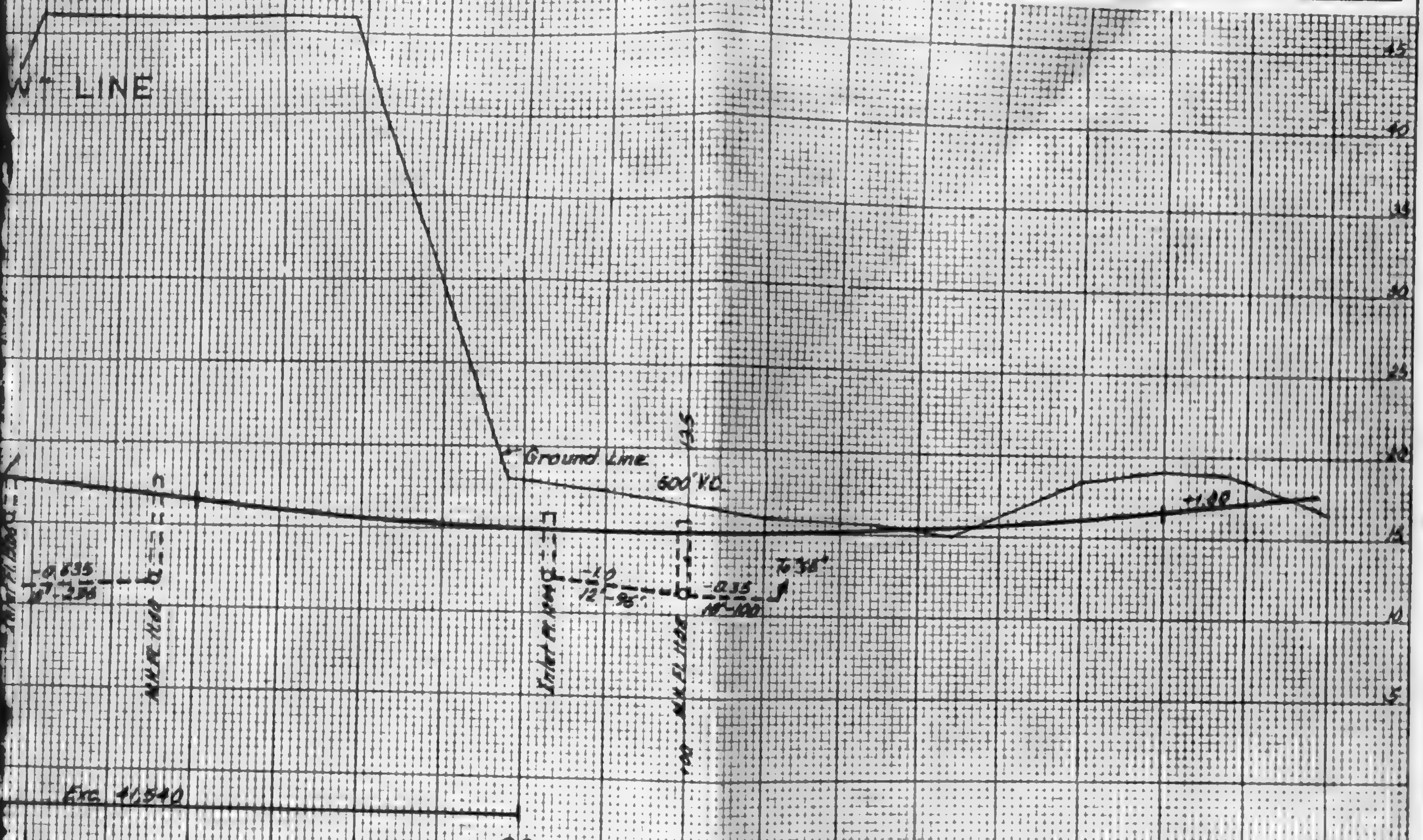

Top Of Wall
40.56
41.06
+1.00
300 V.C.
+0.36
"L" Profile Grade 18 Lt. & Rt.
+50
600 V.C.
"Bus Ramp" Profile Grade & L
16.99
+5.00
12.49
"Airport Way"
-2.00
270 V.C.
Exist. Ground Line
+75
BUS RAMP PROFILE (FU
140
49.36
48.86
Top Of Walls, Rt. & Lt.
-1.00 "L" Rt. & Rt. & 2.50 (& Lt.)
100 V.C.
+70 Begin Wall
+20
+50
Bikeway Profile Grade & L
Bottom Of Footings Rt. & Lt.
75 V.C.
Type 7 Wall
BICYCLE PATH PROFILE
130
45
40
35
30
25
20
15
10
55
50

| Airport Way Inter | | | | SHEET No. |
|---|---|---|---|---|
| FED ROAD Div No | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |


Transition
500' V.C.
45
40
35
30
25
20
15
10
OFILE [FUTURE]
145
55
50
45
40
35
30
25
20
"NB" Street
95' V.C.
Bottom Of Lt. Footing
2:1 From Rt. Line At Rt. Wall
Bottom Of Rt. Footing
Type "F" Wall, Rt. Side
Type "E" Wall, Lt. Side
To "NN"
Emb. 10.0:00
80' V.C.
84' V.C.
0.138
0.138
F.S.5+20 Top Of Box
140


55
50
45
35
30
25
20
15
10
5
"AW" LINE
Ground Line
-1.012
Profile Grade 17.5' Lt ℄ Rt.
-0.456
15"-186'
+1.0
12"-70'
-2.0
18"-270'
To "AB"
0.154
36"-344'
M.H. Fl. 14.35
M.H. Fl. 15.50
Inlet Fl. 17.05
Inlet Fl. 15.59
To "BP"
To "L" 133+45
-0.635
-9.535
M.H. Fl. 11.88
Random M.H. "L" 138+50
Exc. 41,540
80
85

| Airport Way Inter. | | | | SHEET No. |
|---|---|---|---|---|
| FED ROAD Div No | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |



T LINE
Ground Line
600' V.C.
13.5
-0.535
12"-238
M.H. Fl. 11.00
Inlet Fl. 11.00
-1.0
12"-95'
-0.35
15"-100
M.H. Fl. 11.08
To 36"
+1.20
Exc. 41,540
90
95
45
40
35
30
25
20
15
10
5

DATE: May 3, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NE Marine Drive - NE Failing Street
East Portland Freeway
Contract 8709

This interstate grading project is approximately 85 percent complete with a June 1979 completion anticipated. An overrun in project authorization of $337,273 (15.9 percent) is presently estimated.

The largest contributor to the overrun is an increase of $222,204 in the general excavation item. Approximately $97,000 of that amount was for excavation in a "No Work" area of the project as the material was needed and would have had to be removed on a later contract. Removal of unsuitable material, revision of the "SW" fill, as well as deviation from the contract estimated quantities were factors in the item overrun.

Approximately $55,000 in increased project costs were a result of installing 36-inch and 18-inch sewer lines. They were to have been installed under a later contract but logically should be a part of this contract.

The Sauvie Island dam was constructed as part of this contract at a cost of $35,000. Funds had not been authorized for the work on this project but had been on two other projects; the N. Channel Substructure and the Columbia Slough Frontage Roads at $15,000 and $20,000 respectively.

Another major item is an estimated $74,000 overrun in construction engineering. The project is subject to heavy vandalism of stakes, reference points, et cetera, causing much of the survey work to be redone. Substantial engineering costs have also been incurred by the resident engineer and the Geology Unit in monitoring fill settlement on the project.

It is recommended that the authorization for this project be increased by $337,273 to a new total of $2,458,010.50. This matter will be on the Consent Calendar for your May 15 meeting.

WR:mk dc
bc F. B. Klaboe, C. W. Head, C. T. Keasey, E. L. Hardt, V. E. Skoog, George Bell

8709

7

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: CON 5 #8709

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 1, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
N.E. Marine Drive-N.E. Failing St.
East Portland Freeway
Contract No. 8709

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A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase is eligible for federal participation.

OBJ:WR:fr
Att.
cc: E. [illegible]. Hardt
W. A. Tison
Robert Church

m E-372 (Rev. 12-70)

**OREGON STATE HIGHWAY DIVISION**

# Expected Overrun of Project Authorization

Project N.E. Marine Drive - N.E. Failing Street Date March 6, 1979

Highway East Portland Freeway Contract No. 8709

County Multnomah Kind of Work Grading Contractor Elting, Incorporated

| | Authorized | Estimated |
|---|---|---|
| Contract Amount | $1,864,000.00 | $2,105,202.50 |
| Anticipated Items | 21,100.00 | 16,600.00 |
| Contingency (4½%) | 84,829.50 | 111,208.00 |
| Engineering | 150,808.00 | 225,000.00 |
| Credits | | |
| PROJECT COST | $2,120,737.50 | $2,458,010.50 |

NET INCREASE $ 337,273.00 OR 15.9 %

**MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)**

| (Indicate whether contract (C), anticipated (A), or unanticipated (U).<br>(List all unanticipated items) | | Expected Amount | Net Change |
|---|---|---|---|
| Flagging | (C) | $ 34,500.00 | $ + 19,500.00 |
| General Excavation | (C) | 1,390,884.00 | + 222,204.00 |
| Trench Excavation | (C) | 50,000.00 | + 21,125.00 |
| Bedding Material | (C) | 9,280.00 | + 5,075.00 |
| Watering | (C) | 32,000.00 | - 14,400.00 |
| 12-Inch Sewer Pipe | (C) | 3,480.00 | + 2,160.00 |
| 60-Inch Sewer Pipe | (C) | 127,600.00 | - 6,290.00 |
| 66-Inch Sewer Pipe | (C) | 26,040.00 | + 1,470.00 |
| 24-Inch Pressure Sewer | (C) | 71,236.00 | + 1,276.00 |
| Extra for Pipe Under Pavement | (C) | 555.00 | - 4,245.00 |
| Roadside Mulching | (C) | 1,827.50 | - 6,672.50 |
| P.A. #2 36-Inch Sewer Pipe | (U) | 21,522.00 | + 21,522.00 |
| P.A. #3 Concrete Inlets & 18-Inch Sewer Pipe | (U) | 10,380.00 | + 10,380.00 |
| P.A. #4 Temp. Cont. Rail & Temp. Barricades | (U) | 2,308.00 | + 2,308.00 |

Principal reasons for overruns (Continue on reverse side):

**INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.**

Submitted by W.A. Tison
W. A. Tison Resident Engineer

Noted by O. B. Jackmond
Construction ~~or Bridge~~ Engineer

Confirmed by Marion Craft
Marion Craft Regional Engineer

Noted by For F. S. Coulter
~~Deputy~~ or State Highway Engineer

Slip to Constr.

| | | | |
|---|---|---|---|
| P.A. #5 Finish Roadbed & Slopes | (U) | $ 998.40 | $ + 998.40 |
| S.F.O. #2 Install & Monitor Piesometers | (U) | 3,000.00 | + 3,000.00 |
| Construct Dam (Sauvie Island) | (U) | 35,000.00 | + 35,000.00 |
| Construct 580 Lineal Feet Sound Wall | (U) | 38,000.00 | + 38,000.00 |
| E.W.O. #1 Construct Cutoff Ditches | (A) | 500.00 | - 4,500.00 |

Flagging: Two flagmen were positioned at the haul road crossing of the "105R" Line to protect the traveling public while hauling material to embankment areas north of Columbia Slough.

General Excavation: The major cause of the overrun is the result of the following:

| | |
|---|---|
| Revision of "SW" Fill Stations 123 - 129 | 13,100 Cu. Yds. |
| Stockpile of unsuitable material removed Stations 154+50 - 168+30 | 12,900 Cu. Yds. |
| Stockpile Stations 213+50 - 221+00 larger than planned quantity by | 19,700 Cu. Yds. |
| Excavation of material by P.A. #5 in "No Work Area" Stations 200 - 205 | 80,800 Cu. Yds. |
| Plan Quantities Stations 190 - 200 did not include necessary contouring | 26,100 Cu. Yds. |
| Plan Quantities Stations 205 - 230 less than our measure by | 37,200 Cu. Yds. |
| Plan Quantities Stations 176 - 190 more than our measure by | 4,600 Cu. Yds. |

Trench Excavation: It was necessary to pay Trench Excavation for 422 Lineal Feet of a future 36-Inch Storm Sewer pipe placed prior to construction of the "WS" Embankment, Station "WS" 142+50. Also, 368 Lineal Feet of 18-Inch Storm Sewer placed left Stations 161 - 165. These installations were not included in contract quantities and account for an overrun of 923 cubic yards. Trench Excavation for the 60 & 66-Inch Storm Sewer right of Stations 160 -178 exceeded plan quantity by 2,474 cubic yards. A good portion of this overrun occurred because in fill areas the fill was constructed two feet above the top elevation of the storm sewer pipe prior to excavating the trench. Trench excavation for the 36-Inch Culvert Station 171+50 accounted for an additional overrun of planned quantities by 900 cubic yards. Planned quantities for this installation are obviously in error. The above overrun total is 4,297 cubic yards.

Bedding Material: In the installation of 24-Inch Pressure Sewer, Stations 149 - 158, water and extremely poor foundation was encountered making it necessary to increase the depth of the bedding material under the pipe. An overrun of 291 cubic yards occurred. Poor foundation also was encountered during the installation of the 60-Inch Storm Sewer, Stations 160 - 170. 158 cubic yards of bedding material was used. Bedding material for this Storm Sewer pipe was not included in the contract quantities. The remainder of the overrun was the result of using bedding material for two unanticipated pipe installations completed under Price Agreements 2 & 3.

12-Inch Sewer Pipe: This item was overrun because two G-2MA Inlets were installed in the drainage area between the existing "WF" Line and the Mainline Embankment. These inlets were connected to the 60-Inch Storm Sewer with 12-Inch Sewer Pipe.

66-Inch Sewer Pipe: It was necessary to revise the location of the Special Manholes at the termination of the 60-Inch Sewer Pipe to fit the drainage coming out of Owens-Illinois property. The result was an underrun of 60-Inch and an overrun of 66-Inch Sewer Pipe.

24-Inch Pressure Sewer: Plan quantities were 29 Lineal Feet less than was required to complete the installation.

1-205-34

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
9250 N.E. Skidmore St.
Portland, Oregon 97220
January 3, 1979

FILE: CON 8709

FROM: W. A. Tison
W. A. Tison
Resident Engineer

TO:
Frank E. Terpin
Location Engineer

Attention: Fred Yarbrough

SUBJECT: Monument Levels
N.E. Marine Dr. - N.E. Failing St.
Contract 8709
East Portland Freeway

Listed below level imformation taken on monuments set on centerline of fills near future structure abutment. Levels taken January 2, 1979.

| STATION | INITIAL ELEVATION | | ELEVATION 1-2-79 | DIFFERENCE |
|---|---|---|---|---|
| "L" 126+90 | 11-30-78 | 56.648 | 56.532 | 0.116 |
| "L" 136+50 | 11-30-78 | 46.176 | 46.093 | 0.083 |
| "L" 138+50 | 11-30-78 | 44.663 | 44.552 | 0.111 |
| "L" 160+40 | 11-30-78 | 47.422 | 47.382 | 0.040 |
| "SW" 128+60 | 11-30-78 | 45.476 | 45.285 | 0.191 |
| "SW" 141+50 | 12-05-78 | 54.229 | 53.634 | 0.595 |
| "F" 134+50 | 11-30-78 | 41.493 | 40.960 | 0.533 |
| "F" 138+70 | 11-30-78 | 42.512 | 42.014 | 0.498 |

Original ground at 25' ± ADO.

WAT/pl

cc: C. T. Keasey
Ed Hardt
file
C. Eshelman
Jack Davis
A.D. Olson
K.D. Limbocker

RECEIVED
JAN 08 1979
ENGINEERING SECTION

Versteeg
Christensen
George
1 Olson ADO
Terpin
Sullivan
Scott
Anderson

Trout
Do Not File
Return To
Bring Up
Action

8709

HAILEY

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
9250 N.E. Skidmore St.
Portland, Oregon 97220

December 14, 1978

FILE: 1-205-34

Marine Drive - Failing Section

FROM: W. A. Tison
W. A. Tison
Resident Engineer

SUBJECT: Topsoil Quantity
Rt. "L" 128+00

I 205

TO:
Ken Limbocker
Design Engineer

A remeasure of two stockpiles of topsoil existing between N.E. Marine Drive and the "S" Line has been completed. The remeasure indicates 33,900 Cubic Yards in the larger pile and 19,500 Cubic Yards in the smaller pile.

WAT/pl

cc: file

____ Versteeg ____
____ Christensen ____
____ George ____
1 Olson ACD
____ Terpin ____
____ Sullivan ____
____ Scott ____
2 Anderson ____

RECEIVED
DEC 20 1978
ENGINEERING SECTION

____ Trout ____
Do Not File ☐
Return To ____
Bring Up ___/___/___
Action ____

#8709

November 29, 1978

Elting, Incorporated
Post Office Box 366
Clackamas, OR 97015

Gentlemen:

Time Extension, Contract No. 8709
N.E. Marine Dr.-N.E. Failing St.
Multnomah County
FAP No. I-205-7(61)312

Your request for an extension of time on the subject project has been given careful consideration and review. An extension of the specified completion for phase (a) to April 29, 1979 is hereby granted. The delayed hauling due to the incomplete railroad shoofly was the main consideration in granting this request.

An extension of time for phase (b), total project, was not considered at this time.

Any questions concerning this request should be directed to the Resident or Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ia

bc FHWA
C. T. Keasey
E. L. Hardt
Robert Church
William Tison
Richard Hacek

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8709

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 27, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
N.E. Marine Dr.-N.E. Failing St.
Multnomah County
Contract No. 8709

Elting, Incorporated, contractor on the subject project, requests an extension of time which will revise both the phase (a) and (b) completion dates to August 10, 1979. The contractor has based the request on his inability to pursue the work prior to July 10, 1978 due to the incomplete railroad shoofly structure. Pertinent dates are:

| | |
|---|---|
| Award | 3-28-78 |
| Work began | 4-19-78 |
| Earliest specified commencement date for excavation thru UPRR embankment | 5- 1-78 |
| Earliest specified hauling date north of Columbia Slough | 6- 1-78 |
| Excavation began thru UPRR embankment | 7-10-78 |
| Specified completion phase (a) - all embankment north of Columbia Slough | 11-15-78 |
| Specified completion phase (b) - Total project | 6- 1-79 |

The UPRR which runs through the project was to be detoured. The shoofly structure and railroad detour, constructed under another contract, were to be in operation by May 1, 1978. Completion of this work was delayed until July 7, 1978, as the railroad did not accept the completed work. Most all the embankment to be constructed on the subject project lies north of the UPRR tracks and the excavation is located south of the tracks. The contractor was not able to start hauling until July 10, 1978 when he had access through the railroad. A total of 70 days were lost.

The contractor was also under a shut down order from September 13 to September 18, or 5 days, due to excessively wet material. Total lost time equals 75 days and it is recommended this time be granted.

Excavation or embankment type work would normally be on a calendar workday count, as little or no production can be expected during the winter months. The phase (a) completion of November 15, 1978 nears the end of the construction season and the lost time should be extended through the 90 day "no count" period. This extension of time would revise the phase (a) completion to April 29, 1979.

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Consideration has not been given to phase (b), "total contract time", since it appears there may be sufficient time under phase (b) to complete the project and a complete evaluation cannot be made at this time.

FHWA approval will not be required.

A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Ed Hardt
William Tison

Form 81-734-2330

**OREGON STATE HIGHWAY DIVISION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Division**
**Salem, Oregon**

Date September 15, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ................ days to ................ days, within which to complete our Contract No. 8709, without the assessment of liquidated damages. The said contract is described as follows:

"Grading of Marine Dr. - Failing St. Sect. East Portland Freeway"

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Prosecution of the work was impossible prior to July 10, 1978; due to incomplete railroad shoofly structure. Request is made for extension of both contract completion times to August 10, 1979.

Respectfully submitted,

Elting, Incorporated
Contractor

By James C. Elting Pres.

---

**CONSENT OF SURETY**

Date September 15, 1978

We, UNITED PACIFIC INSURANCE COMPANY ................................................, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an insurance in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Gladys I. Grine
Gladys I. Grine Attorney-in-fact

(SEAL)

Wievesiek & Tripp Resident Agent

**OREGON STATE HIGHWAY DIVISION**

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8709 Contractor Elting, Incorporated

Highway East Portland Freeway (I-205)

Section NE Marine Dr.-NE Failing St.

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

A revision of the specified completion to April 29, 1979 is hereby granted for phase (a) due to delay resulting from the incomplete railroad shoofly.

Recommended for Approval:

Marion Croft /s Region Engineer

O. B. Jackmond For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8709

Project designation I-205-7(61)312 State-Federal

Date awarded March 28, 1978

Work started April 19, 1978

Per cent completed 30

a. ~~11~~ Dec-15-78

No. of Workdays Allowed b. 420 CWD

No. of Workdays Used

Extended both times to Aug. 10, 1979

No. of Added Workdays Requested

SP-[illegible]

#8701

# STATE COPY

cc: State (H. S. Coulter

11-9-78

U.S. PARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Multnomah | DIVISION<br>Oregon |

IN COMPANY WITH
Bill Tison, Resident Engineer, OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>11-9-~~68~~ 78 | INSPECTION MADE BY<br>C. T. Christianson, Area Engineer | PROJECT NO.<br>I-205-7(61)312 |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>49 % | WORK COMPLETED<br>63 % |

### MARINE DRIVE-FAILING STREET SECTION
### EAST PORTLAND FREEWAY
### Grading

The scope of this inspection included a review of project engineering control, construction quality control, including materials and workmanship, and the documentation of those activities. The inspection also covered an on-site review of field operations in progress.

Inspection reports, laboratory test reports, and compaction test reports indicate that the quality of construction and materials is being performed in accordance with contract requirements.

The grading work on this project is approximately two-thirds completed with clearing and drainage being complete with the exception of final clean-up and finishing. The project is in reasonably good shape for winter weather provided some surface grading and drainage provisions are performed when necessary.

Excavation is being performed at the far south end of the project and being hauled to the embankment area on the north end. Compaction equipment was operating in the embankment area.

The Unit A work will not be completed by November 15 as specified in the contract. It is expected that the contractor will submit a claim for an extension of time based on delays by the railroad operation in making the haul road available under the shoofly structure.

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11-29-78
C.J. Keasey

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8107

I-205-34

FORM 81-734-3030

## OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 1, 1978

FILE:

FROM: F. W. Yarbrough
Soils Engineer

TO: Marion Craft
Region Construction Engineer
Milwaukie

SUBJECT: Marine Drive-Failing St.
East Portland Freeway I-205
Modification of Rate of
Increasing Height of Fill

The Resident Engineer reports that the specified limit on the rate of increasing height of fill on the subject project is beginning to delay the rate of placing fill because so much of the fill area is full or nearly so.

Now that we have considerable experience by measuring the actual pore pressure build-up under the fill (which is the reason for controlling the rate of placing) we are able to establish a new and faster rate which will also be safe. This new rate is diagrammed on the attached sketch. In general, it permits an average rate of filling of 0.7 feet per day increase in height up to a maximum of 32-feet height. But it allows the presently specified faster rate up to 20-feet height as shown by the heavy black line and the orange line on the sketch. The blue line shows that time lost by placing slower than 0.7 feet per day (when the fill is less than 20-feet height) cannot be made up by increasing the rate to faster than 0.7-feet per day.

On the SW line near station 140 where 50-feet height is required, the rate of placing should be controlled by limiting the actual piezometer pressure developed as described in my memo of July 20. Pressure readings taken by the Region Geologist show the actual pressure existing.

FWY:af

cc: Bill Tison
Frank Terpin
J. H. Versteeg

1 Versteeg ✓
2 Christensen
George
3 Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

Trout

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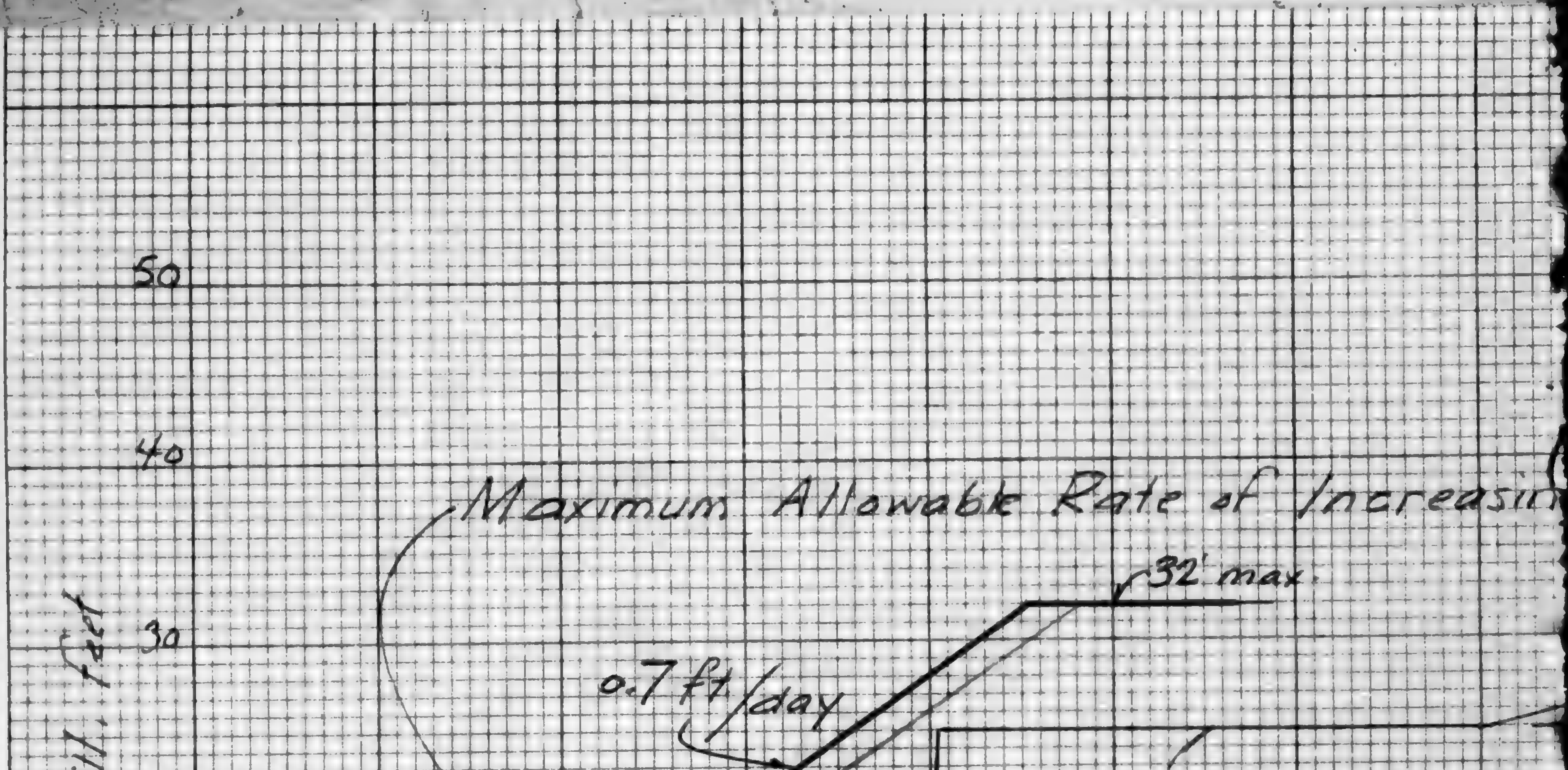
Maximum Allowable Rate of Increasin
32' max
0.7 ft/day
Top of Sand
Original ground level
Height of fill, feet
50
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30
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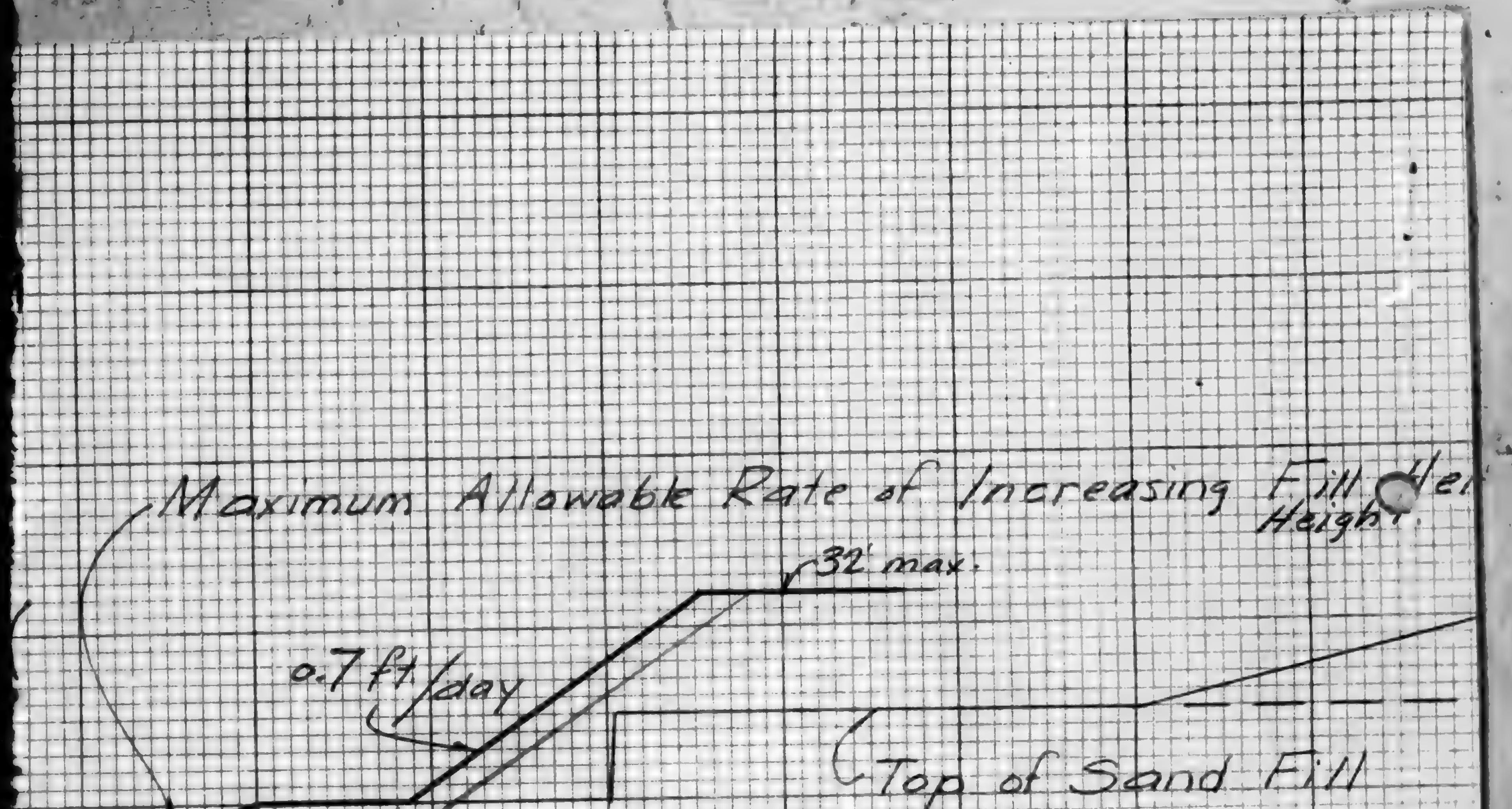
60
70
Proposed
Time, days


Maximum Allowable Rate of Increasing Fill Hei
Height
32' max.
0.7 ft/day
Top of Sand Fill
riginal ground level
10
20
30
40
50
60
70
80
9
Time, days
Projected

8707

1-205-34

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 30, 1978

FROM: F. W. Yarbrough
Soils Engineer

TO: Marion Craft
Region Construction Engineer
Milwaukie

SUBJECT: Marine Drive-Failing Street
East Portland Freeway I-205
Multnomah County
Fill Settlement Information

The precision of the monitoring settlement gages which are being used on the subject work is not sufficient for predicting the time of completion of settlement of the fills.

Therefore, it is desirable to have the Resident Engineer install some temporary monuments in the completed fills near the abutments to structures as shown on the attached sketch and to measure the settlement of them every two to three weeks until February 1979 and then every two months until paving begins.

Monuments should be replaced if they must be moved or are destroyed so that as continuous record as possible is obtained of the settlement which occurs from now on.

Bench mark references should be located at least 50-feet away from the toe of the nearest fill.

FWY:af

cc: Jack Davis
Frank Terpin
J. H. Versteeg
Bill Tison

1 Versteeg ✓
3 Christensen Doc
George
2 Olson alq.
Terpin
Sullivan
Scott
Anderson

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8709

1-205-34

REFERRED TO
Beard
Stoudanmeyer
Cole
Sample
✓ Eriksen FE
Watson
Hager
Dorn
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Salem, Oregon
August 24, 1978

ADOlson
A. D. Olson
Preliminary Design Engineer

Marion Craft
Region I Construction Engineer

Marine Drive-Failing
East Portland Freeway
Multnomah County

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 25 1978
ENGINEERING SECTION

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You recently advised us that the contractor on this project has been delayed by the railroad and the weather and that there is a question as to how much material will be placed this construction season.

As you know, it was the intent that all embankments and surcharge would be placed from Marine Drive to the south end of the Columbia Slough Bridge this season in order to get as much settlement as possible before the structures and paving are done. Since this doesn't seem likely we reviewed the area to determine what should be done to get the most benefit from the material that can be placed this season.

The critical areas are at the structure ends since they are scheduled for contract in the near future. The paving is not anticipated until the 1981 season so completion of the other portions of the embankment in the 1979 season would give settlement time for that.

In reviewing the plans the following comments appear appropriate:

Embankments at the north end, for the mainline and "N" and "S" lines (at least 200 feet from the end) need to be completed this season. The contractor on the South Channel Bridge should be held off the south end work until April.

The embankments for the bridge ends for the "F" line structure, the mainline structure and the "SW" structure over Airport Way should be completed this season (at least 200 feet from the ends, 100 feet on the west of "SW).

The embankments for the Columbia Slough structure should be completed (at least 100 feet each end) this season. The structure contractor should be held off the end work for possibly 10 months after the fills are complete. This job should probably be pulled until next season, possibly combined with the Airport Interchange structures.

It would be desirable for all of the embankments for the "F" line north of Columbia Slough to be completed this year but not as critical as the other items.

The yardage required to do the above, the loading rate and time required to place the material, and the physical problems of doing the critical areas have not been defined.

Please have this reviewed to determine whether the contractor's efforts can be directed to these areas and complete them this season or whether there is something else that needs to be done.

If you have already gone through this same routine and developed an alternate solution, please contact me.

ADO:ab

#8709 2-1-78 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -205-7(61)312

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80158

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe,
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED: 3-1-78

DATE AUTHORIZATION EFFECTIVE: 7-31-78

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:

N.E. Marine Drive - NE. Failing Street

GENERAL DESCRIPTION OF WORK:

Install and monitor two (2) piezometers

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON A ~~GREED~~ ~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of July 31, 1978, as requested in Mr. Keasey's letter of 8-4-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $3,000 Federal Funds $2,768.

NOTED
F. B. KLABOE

8-23

DATE: 8-15-78

SIGNATURE OF APPROVING OFFICIAL: G. K. H

TITLE: for Div. Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8709

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>8-8-78 | INSPECTION MADE BY<br>C. T. Christianson, Area Engineer | | PROJECT NO.<br>I-205-7(61)312 |

IN COMPANY WITH
Marion Craft, Reg. Constr. Engr., and Bill Tison, Res. Engr., OSHD

LOCATION
I-205 between Rocky Butte and the Columbia River in East Portland

RECEIVED STATE HWY ENGR AUG 22 '78 REFER TO FOR Act Sign Inves

8-22-78
ajKeasey

CONTRACTOR NAME AND ADDRESS
Elting Inc., Clackamas, Oregon

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>3-28-78 | CONTRACT AMOUNT<br>$1,864,000.00 | ~~TIME ALLOWED~~<br>Sp. Comp. Date<br>6-1-79 | TIME STARTED<br>3-28-78 | WORK STARTED<br>4-19-78 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>26% | WORK COMPLETED<br>11% | |

REMARKS

### N.E. MARINE DR.-FAILING ST. SEC.
### EAST PORTLAND FREEWAY
### Grading

This project provides for grading two miles of I-205 for future six-lane pavement and two interchanges with local arterials. The material is being placed in the embankment on the Columbia River flood plane. A portion of that embankment was previously placed by dredging under another contract.

Due to saturated foundation conditions, fill settlement devices have been installed to monitor the rate of consolidation and the internal soil pore pressures during the placement of this embankment. This equipment is also being used to determine the rate of fill that can be tolerated in this area. Data now being compiled as a result of monitoring performed during the dredge fill placement is expected to be usable in controlling the rate of fill under this contract. The initial contract specifies a rate of construction based on previous assumptions, and it is expected that the piezometer data can be used to increase that rate safely.

At the time of this inspection scrapers were excavating in the vicinity of Columbia Blvd. and placing material in the embankment area near Columbia Slough. Installation of a 60 inch concrete storm drain was underway in the Columbia Slough area.

The material being excavated is granular and composed of old lake bottom gravels. However, the fines contained in this material retain moisture to such an extent that placement in the embankment is difficult. A review of the compaction test reports indicates that considerable aeration and re-working of the material is necessary in order to achieve desirable compaction in the fill area.

Laboratory reports, inspection reports, contractor certifications, and pay notes ~~were reviewed~~ on other materials (principally concrete sewer pipe) were reviewed and indicate that the materials being incorporated into the project are in conformance with contract specifications and that progress pay estimates can be supported by field measurements.

The contractor has requested an extension of contract time due to delays caused by the railroad in removal of the structure near Columbia Blvd.

Because of the delay in railroad operations and acceptance of the shoo-fly structure, the contractor contends that he was delayed approximately two months in beginning his grading operations. Virtually all of the excavation is on the south side of the Columbia Blvd. railroad structures and the embankment areas are all on the north side. The haul runs below the shoo-fly structure and could not be started until the old railroad bed could be removed.

In reviewing the project it was pointed out that a 36-inch drain line crossing the WS line at the Airport Way interchange is shown on the plans as a future installation. It was decided that installation of the pipe at this time would avoid cutting a trench through the completed grade at a later date. It was agreed that a price agreement would be negotiated for this installation.

Because of a late start in the primary grading operation, the specified completion date now makes grading operations critical as far as complying with contract time constraints. Progress of the work, however, is still considered satisfactory at this time.

With the exception of crossing a low volume semi-rural street in the vicinity of Columbia Slough the entire operation on this project can be performed without conflict of public traffic. Traffic control operations at the Columbia Slough crossing are adequately being handled by flagmen at this time.

3709

I-205-34

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 20, 1978

FILE:

FROM: F. W. Yarbrough
Soils Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Marine Drive-Failing Street
East Portland Freeway I-205
Control of Rate of Placing Fill
Sta. 126 to 170+

Concern for the effectiveness of the project specifications to control the rate of placing fill on the subject construction has been expressed by the FHWA Geotechnical Engineer, Ron Chassie. The permitted rate in the specifications is a time-height-of-fill relationship. Control of the rate is necessary to prevent foundation failure due to pore water pressure build-up under the weight of the fill.

This letter is in response to Mr. Chassie's suggestion to inform everyone concerned that the real allowable rate of increasing height of fill depends on the actual build-up of pore pressure which is being monitored by the Region Geologist as construction proceeds.

Stability analysis shows that when the pore pressure (in feet of water) in the foundation at centerline of the fill is equal to the height of fill, and the pressure is 5-feet above ground surface at the toe of the fill that the safety factor against foundation failure will be near 1.19. This is the minimum allowable factor, and if this condition occurs, placing fill must stop in the area where it exists until some of the pressure dissipates.

In the only area of critically high fill height, where the SW Line fill approaches the structure at station 141, the Contractor is now limited to an average rate of increase in height of fill of one foot in four days. This permitted rate of adding fill weight was expected to be slower than the rate of pressure dissipation as the pressure approached maximum allowable, and examination of the pressure record we have to date indicates that this will happen. We are still hoping to be able to waive the specification rate as filling proceeds. We want to finish the fill as soon as possible so that as long a time as possible can be provided for settlement to be completed before the structure foundation must be placed.

We noted that the centerline piezometers at station 141 are at L centerline; but the SW line fill will be 25 feet higher than the L line fill. It is our recommendation that two more piezometers be installed under the SW centerline near station 141+50 so that this considerably higher pressure can be monitored. One at 18 and one at 38-feet depth into the foundation is suggested.

FWY:af

cc: C. T. Keasey
Ed Hardt
William Tison
C. J. Eshelman
Walt Hart
J. H. Versteeg
C. T. Christianson, FHWA
Ron Chassie, FHWA
A. D. Olson
K. D. Limbocker

8709

9

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 13, 1978

Elting, Incorporated
P. O. Box 366
Clackamas, OR 97015

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8709 for grading on the N.E. Marine Drive-N.E. Failing Street Section of the East Portland Freeway in Multnomah County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddo
Enclosure

| | | | |
|---|---|---|---|
| cc | United Pacific Insurance Company<br>700 N.E. Multnomah, Suite 600<br>Portland, OR 97232<br><br>United Pacific Insurance Company<br>Fidelity & Surety Department<br>P. O. Box 1216<br>Tacoma, WA 98401 | bc | C. T. Keasey<br>Walt Hart<br>Robert Church<br>Jim Kinne<br>Ed Hardt<br>William Tison |

8709

8

March 29, 1978

Elting, Inc.
P. O. Box 366
Clackamas, OR  97015

Gentlemen:

The Oregon Transportation Commission on March 28 accepted your proposal for grading on the N.E. Marine Drive-N.E. Failing Street Section of the East Portland Freeway in Multnomah County for the sum of $1,864,000. The Commission referred your bid to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8709.

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

bc	Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc	C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
William Tison
SAIF
Fran

8709 8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 17, 1978

H.S. Coulter

**FROM:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Footpaths and Bicycle Trails
March 23, 1978 Bid Letting

**TO:** FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on projects as set forth in ORS 366.514. Bids will be opened March 23, 1978 on the following projects:

1. Richland Rock Production
   Baker-Copperfield Highway
   Baker County

   Aggregate production.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Seeley Creek Road
   Alsea Highway
   Benton County

   Grading and paving. Climbing lane construction. Four-foot shoulders provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

3. Portland Avenue at Gloucester Street (Gladstone)
   FAP No. M-9647(1)
   Clackamas County

   Traffic signals.

   Same as No. 1

4. Cape Arago Highway at Harrison Avenue (North Bend)
   Cape Arago Highway
   Coos County

   Traffic signals.

   Same as No. 1.

5. Oakland-Shady Highway at Newton Creek Road
   Oakland-Shady Highway
   Douglas County

   Traffic signals.

   Same as No. 1.

6. Medford-Four Corners
   Crater Lane Highway
   Jackson County

   Paving.

   Overlay and signing project. Ten-foot shoulders on this project to be signed and striped as a bikeway.

7. Redwood Highway at Oregon Caves Jct. (Cave Junction)
   Redwood Highway
   Josephine County

   Traffic signals.

   Same as No. 1.

8. McKenzie Highway at S. 32nd St. (Springfield)
   McKenzie Highway
   Lane County

   Traffic signals.

   Same as No. 1.

9. Brogan Hill Rock Production
   John Day Highway
   Malheur County

   Aggregate crushing.

   Same as No. 1.

10. North Banfield Interchange (UPRR Shoofly)
East Portland Freeway
Multnomah County

Grading and structures.

Class I bikeway to be incorporated in later contract.

11. SW Barbur Blvd at SW 3rd Ave and SW Miles St (Portland)
Pacific Highway West
Multnomah County

Traffic signals.

Same as No. 1

12. W Burnside St at NW 23rd and SW 1st at SW Arthur St (Portland)
City Streets
Multnomah County

Traffic signals.

Same as No. 1

13. NE Marine Dr-NE Failing St
East Portland Freeway
Multnomah County

Grading and drainage.

Grading for future bikeway incorporated in this contract.

14. SE Stark/Washington St Interchange
East Portland Freeway
Multnomah County

Grading, paving and structures.

Ten-foot sidewalk/bikeway to be constructed on this contract.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8709

3-1-78

9

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -205-7(61)312

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. 80158

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| 3-1-78 | 3-1-78 | Interstate 205<br>Primary 64 |

GENERAL LOCATION:

"NE. Marine Drive - NE. Failing Street Section"

GENERAL DESCRIPTION OF WORK:

Grading

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
R. R. Protective Services $14,500
Temporary Erosion Control $5,000
On the Job Trainees $1,600

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

After concurrence in award youare authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2-24-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,093,711, Federal funds $1,931,239.

A signed copy of the Title Sheet is returned herewith.

Swan
3-5

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-1-78 | G. K. Hoemer | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8709

1-205-34

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78
Donald L

3-23-78 Bid Letting ____________ All Clear Deadline

SECTION NE Marine Dr.-NE Failing St.
Highway E. Portland Freeway
County Multnomah Region M
Type of Work G-Sewer-"EF" -"WF" Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☐ | ☒ | ☒ | ☒ | ☒ | No problems |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

| PERMITS: | | | | | | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

| CULTURAL: | | | | | | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

| NOISE: | | | | | | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8709

STATE OF OREGO

INTERO CE MEMO I-205-34

TO: Duane O. Christensen
Final Design Engineer

DATE: February 14, 1978

FROM: K.D. Limbocker
Metro Design Engineer

SUBJECT: I-205 Plans

Following are our comments on the N.E. Marine Dr.-N.E. Failing St. plans:

1) Is all the fencing shown? will be checked.

2) Has anyone looked at the proposed pumphouse - size, location, flow lines, retaining wall needs? No - will be necessary prior to paving contract.

3) A directive from Salem had indicated concrete ramps in the Sandy-Columbia Interchange. Did this change? NO.

4) We are sending data on a water main relocation on Maywood Place, and a water main location at "1" 174+00. ✓

5) We will be sending the latest roadway configuration at N.E. Campaign St. and N.E. Maywood, a revision to the bike path between Prescott and Maywood, the bike path revision at the Airport Interchange, and the main line profile revision and accompanying ramp profile and drainage revision under the UPRR structure. ✓

js

1 Versteeg ✓
2 Christensen ✓
George
3 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 15 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
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REFERRED TO
Beard
Dorn
Cole
Sample
✓ Eriksen F.E.
Watson
Hager
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Copy to Limbocker
3/10/78

81-125-1387

8709

1-205-34

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 13, 1978

FILE:

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: NE Marine Dr.-NE Failing St.
East Portland Freeway
Multnomah County

TO: MEMO TO THE FILES

Preliminary plans for the project were reviewed February 7, 1978, at the Region office in Milwuakie.

The review was attended by:

Ed Hardt, Regional Engineer
Marion Craft, Region Construction Engineer
Adrain Olson, Preliminary Design Engineer
Ken Limbocker, Metro Design Engineer
Bill Tison, Resident Engineer
Buz Banzer, Assistant Resident Engineer
Fred Yarbrough, Soils and Geology Engineer
Gary Kennen, Metro Utility Engineer
John Day, Specifications
Al Hansen, Designer
Fred Eriksen, Design Engineer Supervisor

The following plan and specification details were covered:

1. The specifications will have to define the grading contractors responsibility in the other contract work areas he will be hauling through.

2. The existing 105th Avenue structure at Columbia Slough will be available for use as a haul structure. It will be added to the plans and noted for removal.

3. The bedding material for pipe on Sheet 2C will be revised to show one size of material. Some limit on the excavation depth should be shown.

4. On Sheet 9, the plan will be changed to show Maywood Place ending with a connection to Skidmore and Campaign Street ending in a cul-de-sac.

5. The sound berm Sta. 211-214 left (Sheet 9) will be deleted because the construction might cause conflicts with the Prescott and Maywood contracts.

1 Versteeg
2 Christensen Don
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FEB 14 1978

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6. Some sumps should be added for temporary drainage. We will show one at the grade sag, Sta. 182±, Sta. 190± and Sta. 205±.

7. It was noted this job should provide access to the topsoil stockpiles near Marine Drive for later projects.

8. Erosion control measures were discussed. The need for punched straw on slopes is anticipated and straw bale check dams will be included in the plans.

9. The temporary fence along Marine Drive was thought unnecessary and will be deleted. The fence, Sta. 225-234, should be deleted as there is a haul road in this location.

10. Bridge end stations will be added to the plans.

11. A time schedule for embankment construction will be provided for the specifications by Fred Yarbrough. Fred thought the surcharge heights shown were not correct and will review it with us. The surcharge height need only be achieved once to accomplish its purpose.

12. The Region indicated they would prefer haul not be a pay item. With the settlement anticipated, remeasure quantities and haul could be controversial quantities.

13. The fencing proposed should be reviewed by Maintenance to determine whether locked gate accesses should be provided.

14. It was indicated illumination will be provided for the westerly frontage road at Columbia Slough. Bob Dixon has plans worked out for this.

15. A 12-inch waterline in a 48-inch conduit crosses the roadway about Sta. 174± and should be shown on the plans.

16. The storm sewer will be reviewed (from Sta. 160 to 178) to see if some manholes can be eliminated.

17. No work areas shown on Sheets 7 and 7A will be revised since we are going to excavate through the railroad main track area on this project.

FE:ab
cc: To All Participants
C. M. Williams
Cliff Christianson, FHWA

8709 1-205-34

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1978

SUBJECT: Marine Drive-Failing St, Grading
Surcharge

To: Fred Ericksen
Al Hansen
Engineering, Salem

What I suspect happened is that somebody added the expected settlement onto the 4-feet I suggested for a surcharge thickness on the fills for the subject section. This is not needed. The 4-feet allows for near a foot of settlement after the surcharge is in place. I doubt that there will be that much. Most of the settlement will take place before the fills are finished on account of the controlled rate of placing fill above 13-feet.

So, make the surcharge 4-feet above subgrade everywhere the surcharge is used; everywhere fills are more than about 6-feet height.

I note surcharge has been extended down the side slopes. This is a good idea. It spoils the effect of surcharging if the part removed is used to fill out the slopes. In order for the surcharge to be effective, the excess needs to be hauled away to make the fill lighter. Or, it can be disposed of near the toe of the fill.

F. W. Yarbrough
Soils Engineer

FWY:af

REFERRED TO

| | | | |
|---|---|---|---|
| | Beard | | Dern |
| | Cole | | Sample |
| ✓ | Eriksen FE | | Watson |
| | Hager | | Lau |

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen Doc
George
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The rate of increasing height of fills above natural ground shall be limited to prevent foundation failure as follows:

from 0 to 13 feet height.......no limit
13 to 20 " " .......one foot per day averaged from zero height
20 " " .......no increase until after 20 days standing
20 to 25 " " .......no limit
25 " " .......no increase until after 30 days standing
25 to top of surcharge.....one foot in four days averaged from the end of standing at 25-feet. Except that, if the actual height falls more than six feet below the allowable height, the permitted rate from then on shall be averaged from the time of finish of the six feet at a faster rate.

cc
John Day

Fred Ericksen: Marine Drive -
Al Hansen: Failing St.
ENGINEERING

Surcharge

I note that the empty volume of the box culvert on the F-line is near 50% more than the volume of the surcharge. Full of water its only about 2/3 the weight of surcharge. So, maybe we don't need the surcharge on the F line. Building the box will unload the fill.

But on account of the FHWA's threat to knock out the surcharges, we should save this to give them. Our hope being we can give them this one and save the one on the L-line especially.

2-8-78

8709

I-205-34

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 1, 1978

Telephone 238-8230

DAVE BANTZ
Multnomah County
Planning Dept.
2115 S.E. Morrison
Portland, OR 97214

**REFERRED TO**
Beard — Dorn
Cole — Sample
✓ Eriksen T.E. — Watson
Hager — Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Subject: I-205 Right-of-way
File No. 48515

It is my understanding that the county planning department has required fencing of the subject property prior to development.

The state is in the process of obtaining a portion of the property for use in the construction of the I-205 Freeway.

During the course of this construction a right-of-way fence, 6-foot chain link, will be constructed throughout the length of the freeway.

This property is required for the Northeast Marine Drive-Northeast Morris Section which is scheduled to be contracted in March of 1978. The fencing would be completed during the life of the contract which is approximately 18 months.

KEN D. LIMBOCKER
METRO Design Engineer

ja
cc: A. D. Olson
R. Yamasaki

/
1 Versteeg
3 Christensen DOL
George
2 Olson aq
Terpin
Sullivan
Scott
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ENGINEERING SECTION

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1-205-34

Salem, Oregon
January 24, 1978

Fred Eriksen
Design Engineer Supervisor

Gary Kennen
Metro Utilities Specialist

NE Marine Dr.-NE Failing St.
East Portland Freeway
Multnomah County

We have developed a plan and detail sheet for the relocation of a portion of the County 24-inch pressure sewer line at the I-205 crossing. Details of the installation were furnished us by Mr. Terry Kingsfather, Sales Representative for Ameron Pipe Company.

We would like to have you hand carry these to the Ameron people so they could review the plan and details and confirm they are correct and complete.

The next step would be to hand carry the plan and details to the County to get their approval.

We are asking that you obtain the approvals as soon as possible because we are rapidly running out of time if we are to make the March 23 contract letting.

Attached are five copies of the plan and detail for your use in obtaining the approvals.

FE;ab
cc: Jim Chidsey

1 Versteeg
2 Christensen
George
Olson
Turpin
Sullivan
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JAN 24 1978
ENGINEERING SECTION

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Action

8710 SE Stark/Wash. Intchg (Wash 197
St U'Xing) Sec. of E Ptld Fwy
(Grading, paving & structure)

8718 L

# STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

4-7-81

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>7 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>4-7-81 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>I-205-7(58)310 |
| COMPLETION DATE<br>7-30-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>2-19-81 | TIME ELAPSED<br>112 % | CONTRACT TIME<br>100 |
| APPROVED EXTENSIONS<br>26 | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. STARK/WASHINGTON INTERCHANGE
(WASHINGTON ST. UNDERCROSSING)
EAST PORTLAND FREEWAY
Structure

The project provided for two prestressed concrete undercrossing structures.

[illegible]
[illegible] HWY ENGR
APR 13 '81
REFER TO
Beasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy to
4-13-81

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE Original Signed by T. P. LOWE<br>T. P. Lowe | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner |
| TITLE Area Engineer / DATE | TITLE Field Operations Engineer / DATE |

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8710

L

March 30, 1981

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
321 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#8710

Gentlemen:

On February 24, 1981, we wrote to you concerning release of final payment on Contract No. 8710 for work on the S. E. Stark-Washington Interchange (Washington St. U'Xing) Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $5,000 and the total contract amount is $383,473.73 including $2,742.33 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Humphrey Construction, Inc.
5907 Empire Way, South
Seattle, WA 98118

E.L.&K. Associates, Inc.
500 N. E. Multnomah Street
Suite 1282
Portland, OR 97232

bc: C. T. Kassay
Walt Hart
E. L. Hardt

8710

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SE Stark/Washington Interchange (Washington St.U'xing)

WEEK ENDING: DECEMBER 6, 1980

SECTION PREFIX: 626-1004

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB: S.E. Washington St. U'xing

KIND OF WORK: Grading, Paving and Structure

CONTRACTOR: Humphrey Construction Inc.

CONTRACT NUMBER: 8710

FEDERAL AID PROJECT NUMBER: I-205-7(58)310

DATE OF CONTRACT: March 28, 1978

DATE WORK STARTED: May 1, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 400

CALENDAR DAYS USED: 476

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 119

PROJECT AUTHORIZATION: $716,517.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $659,701.19

ENGINEERING AUTHORIZATION: $56,816.37

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $577,518.50

ENGINEERING COST TO DATE: $66,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 12.4 %

PERCENT OF AUTHORIZATION: 117 %

DATE PROJECT WAS COMPLETED: July 30, 1979

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 13523 | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| Nov. 30 SUNDAY | Cloudy | 0 | | |
| Dec. 1 MONDAY | Rain | 0 | | |
| 2 TUESDAY | Rain | 0 | | |
| 3 WEDNESDAY | Rain | 0 | | |
| 4 THURSDAY | Showers | 0 | | |
| 5 FRIDAY | Cloudy | 0 | | |
| 6 SATURDAY | Partly Cldy | 0 | | |

RECEIVED
DEC 9 1980
CONSTRUCTION BRANCH

Hopkins
Williams
Johnson
Glenn
Richards
Inlees
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| Nov. 30<br>SUNDAY | No Activity |
| Dec. 1<br>MONDAY | No Activity |
| Dec. 2<br>TUESDAY | No Activity |
| Dec. 3<br>WEDNESDAY | No Activity |
| Dec. 4<br>THURSDAY | No Activity |
| Dec. 5<br>FRIDAY | No Activity |
| Dec. 6<br>SATURDAY | No Activity |

## REMARKS

All work is complete. Third notification has been sent. Semi-Final Estimate will be submitted this week.

This will be the last weekly report for this project.

SIGNED Jerry C. Street LOCATION Portland

Jerry C. Street Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES.

SP-F216

8710

rn cc: Mr. H. S. Coulter, OSHD

**STATE COPY**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

9-2-8

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>6 | COUNTY<br>Multnomah | DIVISION<br>Oregon |

IN COMPANY WITH
Marion Craft, George Hopkins, Jerry Street - OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>9-2-80 | INSPECTION MADE BY<br>C. T. Christianson, Area Engineer CTC | PROJECT NO.<br>I-205-7(58)310 |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>112 % | WORK COMPLETED<br>100% |

### WASHINGTON ST. U'XING

East Portland Freeway

The forming for this structure was supported on original ground graded to fit the bridge. The lower form was a slab poured on ground. Excavation and form slab removal was done after completion. The project was satisfactorily completed at a final contract cost of $581,000 representing a slight underrun.

A 26 day time extension has been approved and a second request is under consideration. Project appearance and finish are very good.

RECEIVED
STATE HWY ENGR
OCT 2 - '80
REFER TO Keeney
FOR
Info Inves R/D D/R Sign Act File

10-3
cjg

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

8710

1-205

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DEC 19 1980
ROAD DESIGN SECTION

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# SOUTHEAST STARK/WASHINGTON INTERCHANGE

# WASHINGTON STREET UNDERCROSSING

# SECTION OF I-205 FREEWAY

# GRADING, PAVING AND STRUCTURE WORK

# MULTNOMAH COUNTY

CONTRACT No. 8710 PREFIX No. 626-1004

NARRATIVE REPORT JULY, 1980

This project consisted of the construction of Washington Street Undercrossing structure as a portion of the new depressed I-205 Freeway in East Portland. It involved reconstructing the alignment of the existing detour route around the work area, grading of the "GSW" and "NWA" connecting ramps to the Stark-Washington couplet and the construction of new Washington Street structure. The Stark-Washington couplet will make a full interchange with the new I-205 Freeway. The Washington structure is a 2 span, 255-foot long post-tensioned reinforced concrete box girder. It has a 54-foot wide roadway with curb on the north side and a 8-foot wide sidewalk on the south side. The 3 Substructure bent footings were designed as spreed footings and were founded on gravelly sandy type materials.

The Contract was awarded to the Humphrey Construction, Inc. of Seattle, Washington on March 28, 1978. The 400 Calendar Day Count commenced on April 11, 1978. The Detour route was reconstructed and traffic routed over new alignment on June 8, 1978. The major excavation for the new structure was made during June. The material was excavated with a loader and truck-hauled to embankment area located between "L" Stations 398+00 and 402+00 north of Division Street. Structural excavation for footings commenced in July. Substructure footings and Abutments were constructed during August. Material was backfilled around Substructure concrete and graded for support slab for Superstructure box girder support slab. This slab was placed in later part of September. The bottom and side forms and rebar were placed for bottom slab and stems of box girder during October. The Contractor placed concrete in box girder, bottom slab and stems in November and December. Little work was accomplished in January of 1979 due to usually cold, inclement weather. The Superstructure deck was made in 2 pours during February. The curb and walk was poured by March 15, 1979. VSL post tensioned structure during first half of April. The structure was excavated under and ~~con~~concreting completed in May. Concrete was surfaced finished and grading of "GSW" and "NWA" ramps were completed during June and July. The work substantially completed on July 30, 1979. This was the 476 Calendar Day of the project. This was a 76 Day overrun of the allowable 400 day Calendar Day Time Limit. This matter will be discussed later in the report.

Some of the major Material Suppliers and Subcontractors used on this project were as follows:

1. Ready-Mix concrete was supplied by Ross Island Concrete.
2. Reinforcement was supplied and placed by Judson Steel Corp..
3. Post Tensioning work was performed by the VSL Corp..
4. Concrete Painting was performed by Sunset Coatings.
5. Basing and Paving work was performed by Oregon Asphaltic Paving Co..
6. Metal handrail was supplied by L.B. Foster Co..

I will divide the rest of this narrative into the following areas of discussion:

A. The Contractor constructed the box girder superstructure on the dirt grade rather than on standard shoring. This technique had been used successfully in Arizona, by the MOCON Construction Co. in the local area and by Humphrey Construction at Burnside structure. Humphrey accomplished this work by excavating the area under the structure to the shape of the bottom of the box girder. The area was fine-graded about 4-inches below the bottom of box girder grade. Wood 4"X4" beam supports at 4' by 8' centers were placed on 3½" thick concrete rat slab to support bottom plywood form for box girder. The box girder side and overhang deck forms were supported by conventional means. After the superstructure was poured and post-tensioned, a small dozer was used to tunnel under new structure so that bottom form removal and excavation could commence. When enough room was obtained a larger dozer could be used to perform the major excavation under the structure. Again, this method of construction was successfull at this location. However, the existing soils encountered and their drainage properties should be considered prior to application of this construction technique.

B. Because of the Contractors proposal to place superstructure directly on dirt grade rather than to support concrete in air under falsework shoring he was allowed to deviate from box girder pour sequence. The plan pour sequence indicated that the ends spans should be poured prior to pouring area over center bent column. This sequence is used to minimize the concrete shrinkage and settlement which might occur if end spans were poured after rigid center bent pour. However, because differential settlement problems are negatable when pouring box girder on continuous dirt grade the pour sequence can be discarded and the pours made in adjacent sequence from one end of structure to the other end of structure. This makes for a more economical type construction.

C. The Contractor was required to heat the Bridge box girder bottom slab and stem concrete on account of severe cold weather. Shortly after the concrete had been placed in Span No. 2 box girder section, the ambient air temperature begain to drop rapidly. The air temperature at the time of the pour was 40°F. The concrete temperature was 65°F as measured in place after vibration. The temperature that night fell to 24°F. A sheet of visqueen had been stretched across the top of the stems enclosing the pour. The low temperature inside of the enclosure was recorded as 40°F that night. Two electric space heaters were added inside the enclosure the next day due to unfavorable weather forecast. For the next five days the ambient air temperature varied from 35°F to 13°F. The wind averaged 20 miles per hour. The high-low recording thermometer inside the enclosure recorded from 50°F to 28°F during this time period. The concrete was left inside wood stem forms so that its temperature must have been above freezing. A field cure cylinder left out inside enclosure for 5 days broke at 2500 psi in 7 days. This was less than the 2 lab cure cylinders which broke at 4200 and 4900 psi. The 28-day breaks for the lab cures broke at 6500 and 7500 psi. This would mean that if we had another field cure cylinder to test, it would have most probably broke at 3900 psi. It was unfortunate that we did not make another field cure cylinder to verify this thesis.

D. The plans indicated that the Contractor was to have completed the curbs, paving and sidewalks on the GSW line between Stark St. and Washington St. However, their was no provision for relocating traffic to new Washington St. at completion of project. The Washington Detour must remain in use untill Washington Street is constructed to new alignment between 96th and 99th Avenues. This work will be part of future Contract. The existing Detour grades were inconsistant with the final Washington Street grades. The Contractor could only construct small portion of Washington GSW line intersection. In view of this fact the Contractor proposed to delete paving work on GSW line. To avoid problems matching future Washington Street grades to GSW grades, it was felt in the best interest of the Department to delete this work. This was accomplished by Price Agrement No. 6.

E. The Contractor overran the project time limit of 400 Calendar Days by 76 days. He has been assessed liquidated damages for the amount of $150.00 times 76 days or $11,400.00. He has since submitted a time extension claim for 91 additional days. The claim was divided up into the following items:

1. Winter of 1978-1979 weather delays.
2. Time lost regrading under new structure.
3. Time lost acquiring new metal handrail posts which were stolen from job site.

I studied over this request and made the following recommendations:

1. I allowed the Contractor 20 additional days for delays caused by the weather during winter of 1978-1979.
2. I allowed the Contractor 6 additional days delay for making him regrade under new structure.
3. I did not allow any additional time for delays caused by the contractor failing to protect material items from theft.

This claim has recently been analyzed by the Construction Dept. and the Contractor has been granted 26 additional days. The Contractor has just recently sent me more infornation to continue his pursuit of more time.

## STATEMENT OF OVERRUNS AND UNDERRUNS

Project: S. E. STARK/WASH INTERCHANGE (WASH U'XING)

Contract No.: ) 8710 Prefix No.: 626 - 1004

Highway: EAST PORTLAND FREEWAY County: MULTNOMAH

F.A. No.: I-205-7(58)313

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### SUMMARY

| ITEM | | ORIGINAL | SEMI-FINAL | %(+ or -) |
|---|---|---|---|---|
| Bid Items | $ | 623,493.00 | 581,630.90 | -7% |
| Anticipated Items | $ | 7,800.00 | 1,023.76 | -87% |
| Contingencies | $ | 28,408.19 | 5,854.00 | -79% |
| Engineering | $ | 56,816.37 | 70,000.00 | +23% |
| Liquidated Damages | $ | 0.00 | -7,500.00 | |
| TOTAL | $ | 716,517.56 | 651,008.66 | -9% |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

### INDIVIDUAL OVERRUNS AND UNDERRUNS

| ITEM NO. | ITEM | UNIT | $-ORIGINAL | $-SEMI-FINAL | %(+ or -) |
|---|---|---|---|---|---|
| 11 | GENERAL EXCAVATION | Cu.Yd. | 32,100.00 | 43,978.20 | +37% |
| | Original contract quanity was underestimated. | | | | |
| 14 | BITUMINOUS BASE | Ton | 12,420.00 | 0.00 | -100.0% |
| | Bid Item deleted where placement could interfere with future work. | | | | |
| 15 | 1"-0" AGGREGATE BASE | Cu.Yd. | 10,680.00 | 0.00 | -100.0% |
| | Bid Item deleted and work done under Price Agreement No. 2. | | | | |
| 16 | CLASS "B" ASPHALT CONC. | Ton | 14,950.00 | 4,733.40 | -68.0% |
| | Part of Bid Item Work was deleted where paving could interfere with future work. | | | | |

1-205
48

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
June 22, 1978

FILE:

Norman L. Ol

FROM: Norman L. Oliva
Resident Engineer

SUBJECT: Plan Change
S.E. Washington St. U'Xing
Cont. No. 8710

TO: D.O. Christensen
Final Design Engineer

Enclosed is sheet no. 3 of the above mentioned project plans.

We have made a change in the contract which will ultimately affect future projects connecting to S.E. Washington St. structure.

The area shaded in red will now become a no work area because the detour will remain after the project is completed. To finish the curbing and approach work is impossible, and to achieve a grade for the finished roadway and the detour with asphalt paving is next to impossible.

The blue shaded area will consist of grading only. The paving and whatever grading work under the detour can be constructed under a seperate contract.

encl.

cc: Region 1
File

RECEIVED
JUN 23 1978
LOCATION SECTION

___ Versteeg ___
I Christensen DOC
___ George ___
___ Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Savage ___

RECEIVED
JUN 26 1978
ENGINEERING SECTION

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

REFERRED TO
Beard ___ Stoudenmeyer ___
Cole ___ Sample ___
✓ Eriksen F.E. ✓ Watson
Hager ___ Dorn ___ Lou ___
[✓ Return] Discuss Do [✓ File] Copy Due ___
BY FINAL DESIGN ENGINEER

will this effect work in Mann's project Hancock to Yamhill?

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

6-1-78

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(58 310

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80122

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 3/1/78 | 5/8/78 | Interstate 205 | Primary 64 |

GENERAL LOCATION:

SE Stark-Washington Interchange Section

GENERAL DESCRIPTION OF WORK:

Temporary detour pavement striping.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~
~~PRICE AND FOR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5/8/78 as requested in Mr. Keasey's letter of 5/24/78 as being in the public interest for the use of State forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $400, Federal funds $369.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/1/78 | G. K. Hessner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

17

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(13)300

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-543

**TO:**

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE 5/8/78 | FEDERAL ROUTE NUMBER Interstate Route 205<br>STATE ROUTE NUMBER Primary 64 |

GENERAL LOCATION: Clackamas River-Washington State Line

GENERAL DESCRIPTION OF WORK: Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Utility Adjustment, Portland General Electric Co. (SE Stark/Washington St.) TEC NTE $646 - F.F. $597
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's May 18 letter this will confirm the advance authorization of Mr. C. T. Christianson to proceed with the actual adjustments of PGE's street lighting effective 5/8/78. Reimbursement on an actual cost basis is approved.

I approve the agreement with PGE consisting of verbal notice of conflict and their plans and estimate furnished by Mr. Swan's 5/18/78 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

| | | |
|---|---|---|
| DATE 6/1/78 | SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner | TITLE for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8710 8

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 18, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97301

Street Lighting Relocation
Portland General Electric Co.
Clackamas River-Washington State
Line Utility Project
[S.E. Stark/Washington Inechge.
(Washington St. U'xing) Section]
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Portland General Electric Company's lighting facilities dated May 8, 1978, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued by Multnomah County.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of C. T. Christianson's advanced authorization to proceed with the work as of May 8, 1978, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $646.39.

Yours truly,

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
MAY 18 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DES:JMC:dbe
enc.
cc: ✓E. S. Hunter, Jack M. Cartwright, Gary Kennen

8710

TATE COP 8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>4-86 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>4-13-78 | te Oregon<br>County Multnomah<br>Project No. I-205-7(58)310 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, SE Division to SE Stark (Portland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-1-78 | 0.0 |

OTHER *(Specify)*

Pro-rata 92.24%

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 704,579 | $ 649,903 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Trute

Technical services Engineer
*(Title)*

By

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator APR 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll brfdges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 31, 1978

Federal Aid Project
No. I-205-7(58)310

S.E. STARK/WASHINGTON INTCHGE.
(WASHINGTON ST. AND SALMON ST U'XINGS) SECTION
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 0010
Roadway, Partial Grading Areas (Sta. L325+25 to Sta. 402+80)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 40,500.00 |
| Temporary Protection and Direction of Traffic | All Required | | 4,000.00 |
| Temporary Signs | 168 Sq.Ft. | $ 7.00 | 1,176.00 |
| Temporary Barricades | 5 Each | 100.00 | 500.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectorized | 325 Lin.Ft. | 5.00 | 1,625.00 |
| Temporary Plastic Safety Markers | 20 Each | 50.00 | 1,000.00 |
| Flagmen | 240 Hour | 16.00 | 3,840.00 |
| Temporary Reflective Pavement Markers | 27 Each | 6.00 | 162.00 |
| Clearing and Grubbing | All Required | | 1,000.00 |
| Removal of Structures and Obstructions | All Required | | 2,000.00 |
| General Excavation | 10,700 Cu.Yd. | 3.00 | 32,100.00 |
| Trench Excavation | 200 Cu.Yd. | 5.00 | 1,000.00 |
| Watering | 135 M-Gal. | 6.00 | 810.00 |
| Bituminous Base | 540 Ton | 23.00 | 12,420.00 |
| 1"-0 Aggregate Base | 890 Cu.Yd. | 12.00 | 10,680.00 |
| Class "B" Asphalt Concrete | 650 Ton | 23.00 | 14,950.00 |
| 8-inch Sewer Pipe | 70 Lin.Ft. | 10.00 | 700.00 |
| 12-inch Sewer Pipe | 254 Lin.Ft. | 12.00 | 3,048.00 |
| 12-inch Culvert Pipe | 80 Lin.Ft. | 10.00 | 800.00 |
| 21-inch Culvert Pipe | 80 Lin.Ft. | 15.00 | 1,200.00 |
| Concrete Manholes | 1 Each | 900.00 | 900.00 |
| Concrete Inlets, Type G-1 | 2 Each | 450.00 | 900.00 |
| Concrete Inlets, Type G-1 Modified | 4 Each | 500.00 | 2,000.00 |
| Gravel Sump | 3 Each | 400.00 | 1,200.00 |
| 8-inch Drain Pipe | 20 Lin.Ft. | 9.00 | 180.00 |
| Type 3-70 Modified Fence | 1,170 Lin.Ft. | 2.00 | 2,340.00 |
| Double 24' x 72" Chain Link Double Gate | 1 Each | 500.00 | 500.00 |

| | | | |
|---|---|---|---|
| Concrete Walks | 270 Sq.Yd. | 10.00 | 2,700.00 |
| Concrete Curbs | 15 Cu.Yd. | 120.00 | 1,800.00 |
| Extra for Asphalt Walks | 450 Sq.Yd. | 6.00 | 2,700.00 |
| Extra for Asphalt Curbs | 1,160 Lin.Ft. | 2.00 | 2,320.00 |
| | Subtotal | | $151,051.00 |
| | Engineering | | 18,881.00 |
| | Total | | $169,932.00 |

Type Code X681
Washington St. Str., Bridge No. 13532 (Sta. "L" 352+52.16)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. | All Required | | $ 5,000.00 |
| Structure Excavation | 690 Cu.Yd. | $ 6.00 | 4,140.00 |
| Structure Excavation Below Elevations Shown | 70 Cu.Yd. | 7.00 | 490.00 |
| Structural Concrete, Class 3300 (370 cu.yd.) | All Required | | 60,000.00 |
| Structural Concrete, Class 4000 (170 cu.yd.) | All Required | | 30,000.00 |
| Structural Concrete, Class 5000 (1,155 cu.yd.) | All Required | | 183,000.00 |
| Reinforcement (227,000 lb.) | All Required | | 60,000.00 |
| Coated Reinforcement (49,000 lb.) | All Required | | 30,000.00 |
| Prestressing Steel (78,000 lb.) | All Required | | 55,000.00 |
| Reinforced Concrete Bridge End Panels | 260 Sq.Yd. | 36.00 | 9,360.00 |
| Bearing Devices, Bent 1 | 8 Each | 400.00 | 3,200.00 |
| Bearing Devices, Bent 3 | 8 Each | 400.00 | 3,200.00 |
| Two Tube Steel Railing | 309 Lin.Ft. | 35.00 | 10,815.00 |
| Three Tube Steel Railing | 301 Lin.Ft. | 42.00 | 12,642.00 |
| 4-inch Structure Drain Pipe | 90 Lin.Ft. | 7.00 | 630.00 |
| 6-inch Structure Drain Pipe | 25 Lin.Ft. | 15.00 | 375.00 |
| 8-inch Structure Drain Pipe | 60 Lin.Ft. | 20.00 | 1,200.00 |
| 1-inch Electrical Conduit | 270 Lin.Ft. | 3.00 | 810.00 |
| 2-inch Electrical Conduit | 645 Lin.Ft. | 4.00 | 2,580.00 |
| | | | $472,442.00 |

Anticipated Items

| | | |
|---|---|---|
| Temporary Erosion Control | All Required | $ 2,000.00 |
| On the Job Trainees (1 at $800) | All Required | 800.00 |
| | | $ 2,800.00 |
| | Subtotal | $475,242.00 |
| | Engineering | 59,405.00 |
| | Total | $534,647.00 |

Length of Roadway - - - - - - - - - - - - 0.00 mile
Length of Structures - - - - - - - - - - 0.00 mile

Work retained in program status
(Not included in amounts below)

| | | |
|---|---|---|
| Detour Illumination | All Required | $ 4,500.00 |
| Roadside Seeding and Mulching | All Required | 500.00 |

SUMMARY OF FUNDS (92.24%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway (Grading) | $169.932.00 | $156,745.00 | $13,187.00 |
| Structure | 534,647.00 | 493,158.00 | 41,489.00 |
| Total | $704,579.00 | $649,903.00 | $54,676.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8710 |
| Prefix: | 626-1004 |

8710

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 13, 1978

Humphrey Construction, Inc.
3907 Empire Way So.
Seattle, WA 98118

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8710 for work on the S.E. Stark-Washington Interchange (Washington Street Undercrossing) Section of the East Portland Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

K.L. & K. Associates, Inc.
500 N.E. Multnomah St., Suite 1262
Portland, OR 97232

bc C. T. Kenney
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Norman Oliva

Humphrey
Construction, Inc.
P.O. BOX 18186, SEATTLE, WASHINGTON 98118 • (206) 723-9000

INC.

April 7, 1978

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 9731[illegible]

Re: S.E. Stark-Washington Interchange
Contract Documents

Attn: C. W. Head, Commission Services

Dear Mr. Head:

Please find enclosed two signed copies of the contract documents regarding the above mentioned project. Also enclosed are the necessary bonds and certificate of insurance.

Sincerely,

HUMPHREY CONSTRUCTION, INC.

G. W. Bawden

GWB:jjm

RECEIVED
APR 10 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8710

8

bc Pacific Builder & Engr., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Norman Oliva
SAIF
Fran

March 30, 1978

Humphrey Construction, Inc.
5907 Empire Way So.
Seattle, WA 98118

Gentlemen:

The Oregon Transportation Commission on March 28 accepted your proposal for work on the S.E. Stark-Washington Interchange (Washington Street Undercrossing) Section of the East Portland Freeway in Multnomah County for the sum of $623,493 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8710.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

All embankment construction between Station 398 and Station 403 shall be completed not later than August 1, 1978, and all work to be done under the contract shall be completed before the elapse of 400 calendar days. The calendar day count will begin April 11, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

8710

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FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 17, 1978

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 23, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on projects as set forth in ORS 366.514. Bids will be opened March 23, 1978 on the following projects:

1. Richland Rock Production
   Baker-Copperfield Highway
   Baker County

   Aggregate production.

   > Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Seeley Creek Road
   Alsea Highway
   Benton County

   Grading and paving. Climbing lane construction. Four-foot shoulders provided.

   > Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

3. Portland Avenue at Gloucester Street (Gladstone)
   FAP No. M-9647(1)
   Clackamas County

   Traffic signals.

   > Same as No. 1

4. Cape Arago Highway at Harrison Avenue (North Bend)
   Cape Arago Highway
   Coos County

   Traffic signals.

   Same as No. 1.

5. Oakland-Shady Highway at Newton Creek Road
   Oakland-Shady Highway
   Douglas County

   Traffic signals.

   Same as No. 1.

6. Medford-Four Corners
   Crater Lane Highway
   Jackson County

   Paving.

   Overlay and signing project. Ten-foot shoulders on this project to be signed and striped as a bikeway.

7. Redwood Highway at Oregon Caves Jct. (Cave Junction)
   Redwood Highway
   Josephine County

   Traffic signals.

   Same as No. 1.

8. McKenzie Highway at S. 32nd St. (Springfield)
   McKenzie Highway
   Lane County

   Traffic signals.

   Same as No. 1.

9. Brogan Hill Rock Production
   John Day Highway
   Malheur County

   Aggregate crushing.

   Same as No. 1.

10. North Banfield Interchange (UPRR Shoofly)
East Portland Freeway
Multnomah County

Grading and structures.

Class I bikeway to be incorporated in later contract.

11. SW Barbur Blvd at SW 3rd Ave and SW Miles St (Portland)
Pacific Highway West
Multnomah County

Traffic signals.

Same as No. 1

12. W Burnside St at NW 23rd and SW 1st at SW Arthur St (Portland)
City Streets
Multnomah County

Traffic signals.

Same as No. 1

13. NE Marine Dr-NE Failing St
East Portland Freeway
Multnomah County

Grading and drainage.

Grading for future bikeway incorporated in this contract.

14. SE Stark/Washington St Interchange
East Portland Freeway
Multnomah County

Grading, paving and structures.

Ten-foot sidewalk/bikeway to be constructed on this contract.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8710 I-205-48

**MULTNOMAH COUNTY OREGON**

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

March 10, 1978

1 Versteeg ✓
3 Christensen Doc
George
2 Olson GO.
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 16 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Mr. K. D. Limbocker
Metro Design Engineer
Oregon Dept. of Transportation
5821 N. E. Glisan Street
Portland, OR 97213

RE: S. E. Stark/Washington Interchange - Pedestrian Undercrossing
East Portland Freeway (I-205)

Dear Ken:

We have received your letter of February 16th regarding the curb location and the centerline shift on S.E. 96th Avenue north of S.E. Main Street.

It is our understanding that the curb return on the south side of Main Street at 96th Avenue will also be reconstructed to match the north side, with the curb terminating 22 feet from "BL" centerline.

The shifting of the 96th Avenue centerline 5 feet west will cause no problems if sufficient right of way is provided on the west for future construction of 96th Avenue to the south.

The typical section for the future construction of S.E. 96th Avenue will be the same as constructed on 96th Drive between S.E. Division and S.E. Grant Streets, with an 8 foot concrete sidewalk on the east side only. This roadway section of 44 feet between curbs requires 60 feet of right of way.

This letter approves the design of the pedestrian undercrossing subject to the construction of the curb return at Main Street, as mentioned above, with wheelchair ramps and the required right of way.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

C. R. Soderquist
C. R. SODERQUIST
Program Manager

NEC:im

REFERRED TO
Beard Dorn
Cole Sample
1 Eriksen F.E. Watson
Heger Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

R/W 25' west of ℄ from 100' S. of Lincoln
To Grant - Div. job } ([illegible]) - we
& from Yamhill - Clay }
have no work within 5' of R/W line -
could build section above. (w/ 8' curb-sidewalk
on east only - 25' should be adequate on west,
regardless)
GO.

8710 1-205-48

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78
Donald L Dant

3-23-78 Bid Letting ______________ All Clear Deadline

SECTION SE Stark/Wash. Int. (Wash. St. U'Xing &
Highway Ped. U'Xing) E. Portland Freeway
County Multnomah Region M
Type of Work Strs. (2) Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☐ | ☒ | ☒ | ☒ | ☒ | No significant problems |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

PERMITS:

| | | | | | | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

CULTURAL:

| | | | | | | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

NOISE:

| | | | | | | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8710

1-205-48

Salem, Oregon
February 13, 1978

Fred Eriksen
Design Engineer Supervisor

Ken Limbocker
Metro Design Engineer

SE Stark/Washington Intchge.
(Washington St. Undercrossing
& Pedestrian Undercrossing)
East Portland Freeway
Multnomah County

Please refer to letter of January 23, 1978, from Mr. Carl Soderquist, Planning Director for Multnomah County. The existing curb radius at S.E. 96th Avenue and Main Street ends 22 feet from the right-of-way centerline of 96th Avenue. The 96th Avenue relocated centerline is on the "BL" (Baseline Centerline) in this area which is 5 feet west of the street right-of-way centerline.

Our typical section is a 44 foot roadway between curbs with a 10 foot walk on the east side. Our centerline is offset 5 feet, so we can accommodate the 22 foot (half roadaay) and 10 foot walk in the 35 foot to existing right-of-way, just south of the pedestrian structure.

The existing curb radius will not match our curb line (by 5 feet) and will have to be removed and reconstructed. We will include sidewalk ramps in the plans.

We will show the curb radius to Mall 205 as 15 feet as requested.

FE:ab

1 Versteeg ✓
2 Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
FEB 13 1978
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8710

I-205-48

Salem, Oregon
December 22, 1977

A D Olson
A. D. Olson
Preliminary Design Engineer

Louis Grothaus
Metro Right-of-Way

Access Control
Stark-Washington Interchange
East Portland Freeway (I-205)
Multnomah County

The location of access control has been questioned on the east side of the Stark-Washington Interchange, particularly in regard to the Johnson property (File No. 49790).

In reviewing this I find that the access control as shown was laid out in the fall of 1974 based on the plan that was accepted at that time. The intent was to get at least 100 feet beyond the ramp curb radius if possible. This was reviewed in the field and there appeared to be no particular savings that would be made by using less access control. This allowed the existing access on the north side of the building to remain. Existing 96th Avenue was to be removed and access on the west side of the building would be eliminated.

Since that time the interchange has been modified to allow for a transitway to be constructed on the east side of the freeway. This moved the ramp curb radius on Stark westerly about 70 feet and the ramp curb radius on Washington westerly about 100 feet. No revision was made in right-of-way due to the design change and the question of access change did not come up until the recent split in the Lenrich file. Access control was moved westerly 20 feet on Washington Street which I was advised would be sufficient to minimize damages to the new parcel formed by the split in ownership.

There would appear to be no savings in damages by reducing the access from what is presently laid out. There could be advantages in preservation of capacity, avoidance of confusion and added safety by retaining what is shown.

If you have reason to believe that a substantial saving could be made by reconsidering the access control, please review this with Metro Design and give me your joint recommendation.

ADO:jh
cc: K. D. Limbocker

✓ Versteeg ✓
Christensen
George
Olson
Turpin
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DEC 22 1977
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1-205-48

FORM 81.734.3030

## OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 30, 1977

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Files 48345 & 49790
Stark-Washington Interchange
East Portland Freeway
Multnomah County

In the vicinity of Mall 205 both the Johnson and Lenrich properties have been split into two parcels by the owners. New files have been written to cover the new parcels and the original files revised to cover the remainders.

The new Lenrich parcel lying south of proposed Washington Street and east of existing 96th Avenue would have had about 10' of access on to Washington Street with the access control as originally laid out. Discussion with Metro Right-of-Way people indicated that pulling the access control in 20', to 16+40, should eliminate damages due to access restriction. This was done and the file (48345) was written that way.

At this same time Metro Right-of-Way was working on file 49790 on the northside of proposed Washington Street. Since it would be appropriate to have the same access control on both sides of the street they were requested to revise the file they were working on to show access control to 16+40 rather than 16+60 as originally written.

ADO:ab
cc: J. B. Boyd
L. C. Grothaus, Metro R/W
Mike Brown, Metro R/W

1 Versteeg ✓
Christensen
George
Olson
Terpin
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ENGINEERING SECTION

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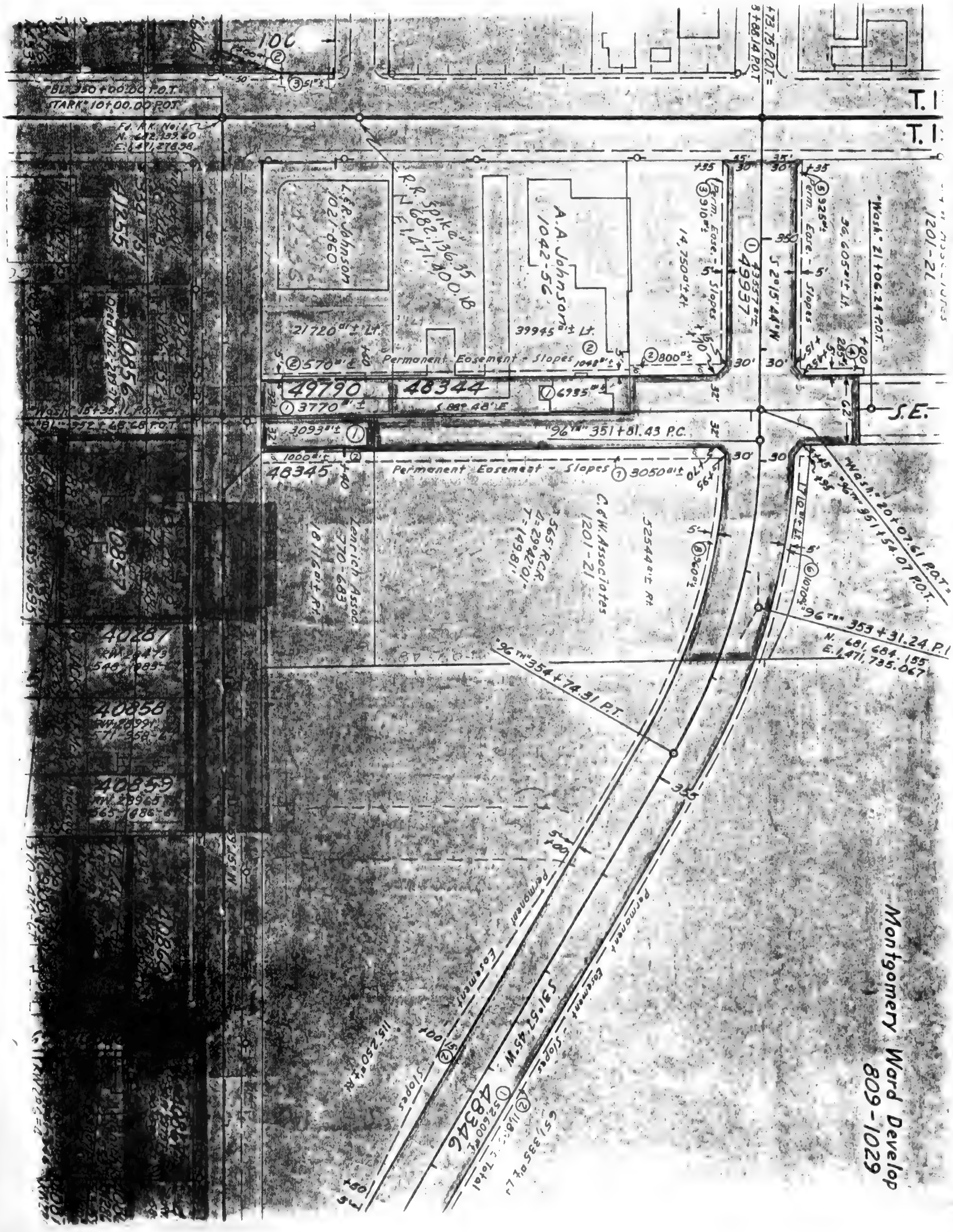
100
② 
③ 51□±
50
BL 350+00.00 P.O.T.
STARK 10+00.00 P.O.T.
Fd. R.R. Nail
N. 682,139.60
E. 1,471,278.98
473.75 P.O.T.
3+88.14 P.O.T.
T. I
T. I
L.&R. Johnson
1021-860
R.R. Spike
N. 682,136.35
E. 1,471,400.18
A.A. Johnson
1042-56
21720□± Lt.
39945□± Lt.
14,750□± Lt.
② 570□±
Permanent Easement - Slopes
② 1048□±
② 800□±
③ 910□±
Perm. Ease. - Slopes
① 4355□±
49937
S 2°15'44"W
350
⑤ 925□±
Perm. Ease. - Slopes
36,605□± Lt.
"Wash." 21+06.24 P.O.T.
1201-21
④ 285□±
49790
48344
① 3770□±
S 88° 48' E
① 6935□±
S.E.
62'
32'
30'
35'
"96th" 351+81.43 P.C.
① 3093□±
② 1000□±
48345
Permanent Easement - Slopes
⑦ 3050□±
Zenrich Assoc.
770-683
18116□± Rt.
C.&W. Associates
1201-21
565' R.C.R.
Δ=29°42'01"
T=149.81'
52544□± Rt.
⑧ 960□±
⑥ 1070□±
"Wash." 20+07.61 P.O.T.
"96th" 351+54.07 P.O.T.
"96th" 353+31.24 P.I.
N. 681,684.155
E. 1,471,735.067
"96th" 354+74.31 P.T.
355
Permanent Easement - Slopes
S 31°57'45"W
48346
① 52600□±
② 1180□± Total
115,250□± Rt.
65,335□± Lt.
40856
40857
40287
40858
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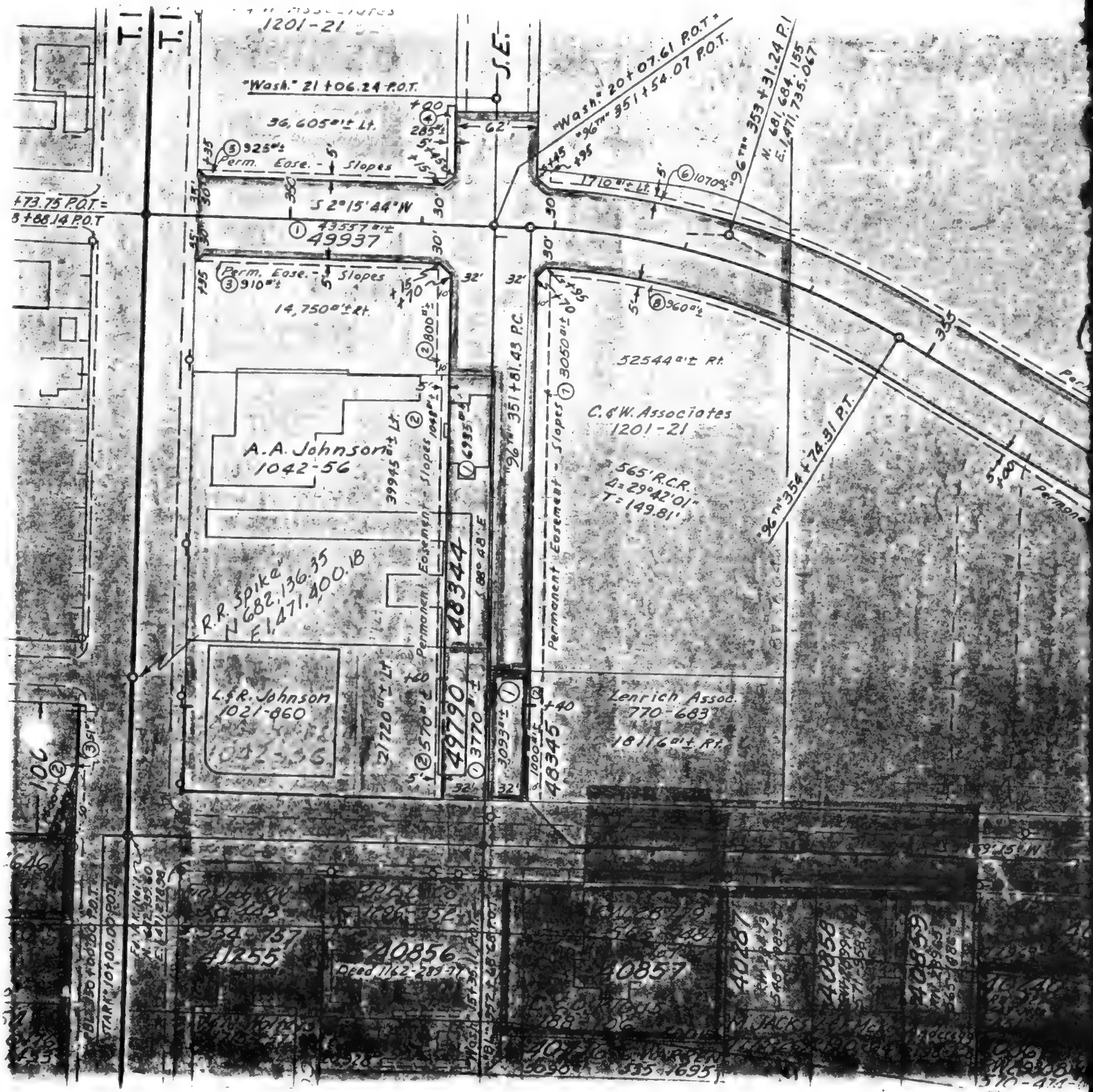
40860
41255
Montgomery Ward Develop
809-1029



1201-21
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T.I
S.E.
"Wash." 21+06.24 P.O.T.
"Wash." 20+07.61 P.O.T. = "96th" 351+54.07 P.O.T.
"96th" 353+31.24 P.I.
N. 681,684.155
E.1,471,735.067
36,605□'± Lt.
62'
⑤ 925□'±
Perm. Ease. - Slopes
④ 285□'±
+73.75 P.O.T. =
+88.14 P.O.T
S 2°15'44"W
① 43557□'±
49937
⑥ 1070□'±
1710□'± Lt.
Perm. Ease. - Slopes
③ 910□'±
14,750□'± Rt.
⑧ 960□'±
② 800□'±
52544□'± Rt.
"96th" 351+81.43 P.C.
① 3050□'±
Permanent Easement - Slopes
C. & W. Associates
1201-21
565' R.C.R.
Δ=29°42'01"
T=149.81'
"96th" 354+74.31 P.T.
Perm.
Permane
A. A. Johnson
1042-56
39945□'± Lt.
② 1048□'±
① 695□'±
Permanent Easement - Slopes
48344
S 88°48' E
R.R. Spike
N 682,136.35
E 1,471,400.18
L. & R. Johnson
1021-860
21720□'± Lt.
② 570□'±
49790
① 3770□'±
3093□'±
①
1000□'±
48345
Lenrich Assoc.
770-683
18116□'± Rt.
10C
②
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646
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40856
Deed 1162-285
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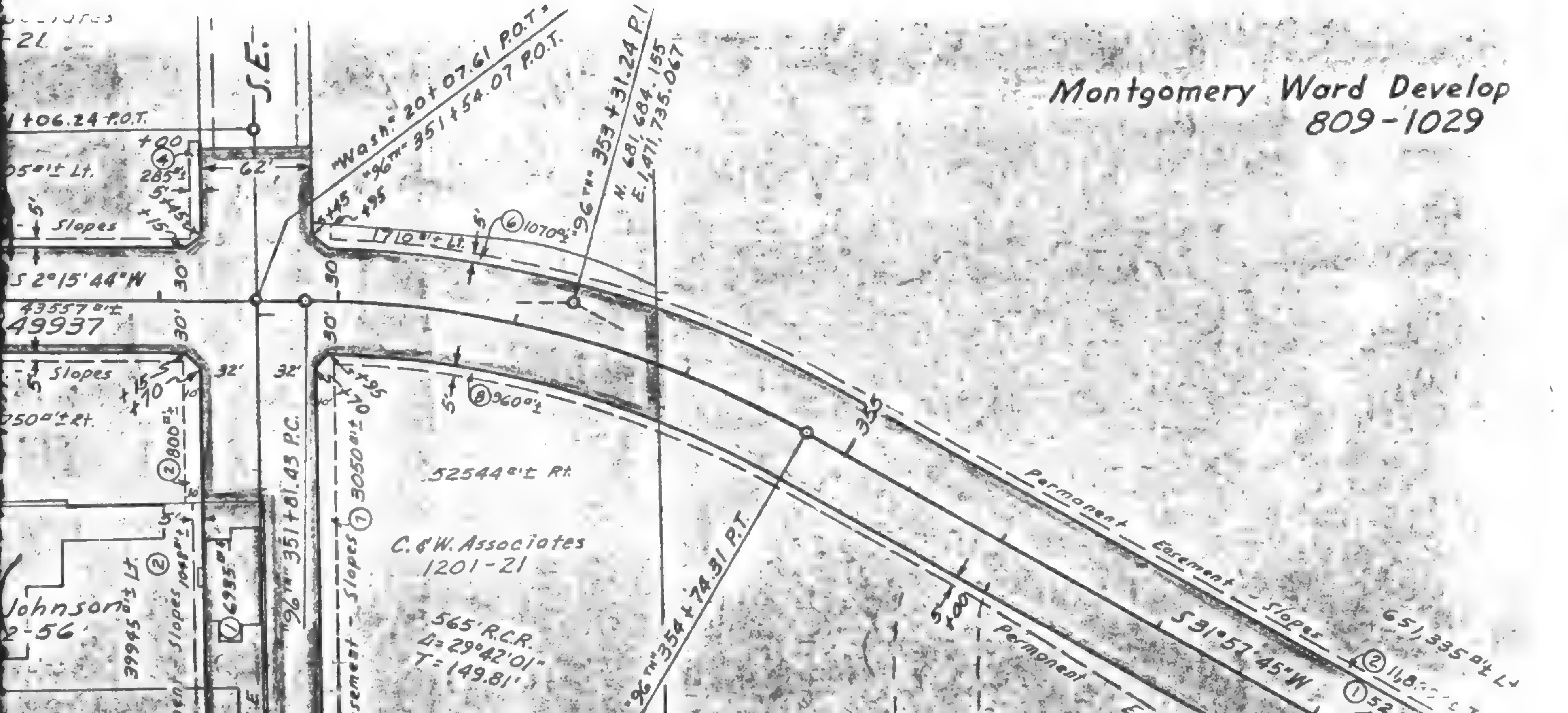
JACKS
WARREN
1695
535


Montgomery Ward Develop
809-1029
S.E.
"Wash." 20+07.61 P.O.T.
"96th" 351+54.07 P.O.T.
"96th" 353+31.24 P.I.
N. 681,684.155
E. 1,471,735.067
+06.24 P.O.T.
-21
05□'± Lt.
285□'±
62'
Slopes
S 2°15'44" W
43557□'±
49937
30'
32'
Slopes
750□'± Rt.
800□'±
(6) 1070□'±
1710□'± Lt.
(8) 960□'±
52544□'± Rt.
"96th" 351+81.43 P.C.
3050□'±
Permanent Easement - Slopes
C. & W. Associates
1201-21
565' R.C.R.
Δ=29°42'01"
T=149.81'
"96th" 354+74.31 P.T.
Johnson
2-56
39945□'± Lt.
Permanent Easement Slopes
48344
S 88°48' E
6985□'±
1,400.18
49790
3770□'±
21720□'± Lt.
570□'±
3093□'±
1000□'±
48345
Lenrich Assoc.
770-683
18116□'± Rt.
Permanent Easement - Slopes
S 31°57'45" W
651,335□'± Lt.
(2) 11,8□□□'± Total
(1) 52,600□'±
48346
Permanent Easement
Slopes
115,250□'± Rt.
40856
Deed 1162-289
40857
40858
40859
40860
JACK
WARREN
535-1695
40862

8710

1-205

Salem, Oregon
September 27, 1977

Fred Eriksen
Design Engineer Supervisor

Gary Kennen
Metro Utility Engineer

SE Stark/Washington Interchange
East Portland Freeway
Multnomah County

We furnished Jim Michaelson of the Portland Water Bureau a copy of the attached sketch showing the curb location at Washington Street and "WAS" Line.

Mr. Michaelson indicated he was planning the relocation of the 6-inch water line in this area and needed something showing where the curb would be located.

FE:az
cc: Jim Michaelson
Jack Cartwright
Paul Cox

8710

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 25, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(-)
NE Morris St.-SE Salmon St. Section
Stark Street - #13522
Washington Street - #13523
Market Street - #13527

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

Our December 21, 1976 memorandum gave provisional approval for these three structures pending receipt of the foundation reports and approved interchange layout sheet.

We have now received this information and approve the structure geometrics. We also approve the foundations using spread footings at all bents as recommended in the Foundation Recommendation.

G. L. Green

cc:
OSHD (W Hart)

cy Kulien

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Bridge
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 21, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(-)
Revised Preliminary Plans:
Stark Street - #13522
Washington Street - #13523
Market Street - #13527

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer

Revised preliminary plans for these structures submitted with Mr. Hart's September 2, 1976 letter have been reviewed. These structures have generally been adjusted in length for the revision in Interstate 205.

We have been concerned about the change in roadway widths of the Stark and Washington Street structures. We understand that you are presently preparing a new interchange layout that agrees with the geometrics shown on these preliminary plans and we will now make provisional approval of the geometrics of these structures pending receipt of that layout.

We still have not received foundation data on these structures. Based on the pile and plate load tests in the area, it would appear that spread footings would be appropriate at all bents and abutments.

For G. L. Green

RECEIVED
STATE HWY ENGR
DEC 23 '76
REFER TO
Bridge
FOR
Info Inves R/D D/R Sign Act File

cc Hart - Bridge
12-27-76

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 2, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 800
Salem, OR 97308

Dear Mr. Green:

Stark, Washington and Market Sts. Uxings
East Portland Freeway, I-205
Multnomah County
Bridges 13522, 13523, 13527

Attached are drawings 31558, 31563, 31520, 31571 and 31572 which are the preliminary plan and elevations and vicinity maps for the Stark, Washington, and Market Streets structures. These are revised to accommodate the Plan 3 geometrics for the I-205 freeway. The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is:

| | |
|---|---|
| Stark Street | $713,000 |
| Washington Street | 739,000 |
| Market Street | 912,000 |

Approval on previous submittals of these structures had been received from you. They are being resubmitted for your approval on the current proposal.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JEB:dh
Attachments

cc E. S. Hunter
L. W. Rulien

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENG'
SEP 2 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8710

1-205

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: 626-1909 (330)

Portland, Oregon 97213

January 6, 1977

Bothman

FROM: ROBERT N. BOTHMAN
Asst. State Highway Engineer

TO: A. D. OLSON
Preliminary Design Engineer

SUBJECT: Stark-Washington Intch.
Columbia River - Foster Rd.
East Portland Freeway
Multnomah County

Review of the standard sheet for the subject interchange has been made and the following comments are offered:

1. Ramp widths vary from 34 feet to 32 feet. Prior instructions to Metro Design indicated all two-lane ramps would be 40 feet. Please advise why this variation.
2. The Burnside structure is shown as 66 feet wide. Jerry Rein's plan indicates 56 feet of width. The County has requested downscoping of Burnside; therefore, the 56-foot width should be used.
3. The Glisan structure provides two 10-foot walkways. Previous data indicated two 8-foot walkways.
4. Determination of "build" or "no-build" for the busway rigid frames at Stark-Washington and Glisan. Should we reconsider "build" to facilitate detour requirements.

ggw

1 Versteeg ✓
Olson
[illegible]
Scott
Swenson
Savage
[illegible]

RECEIVED
JAN 07 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8710

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
# *Memorandum*

OCT 1972

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 2, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project I-205-7(2)-
N. E. Morris St.-S. E. Salmon St. Section
Stark and Washington St. U'xings - #13522&③

Foundation data transmitted with Mr. Ellison's September 19 memorandum has been reviewed. Preliminary plan data for these two structures is now complete and approved.

Cy Bridge
10-6-72

10-4-72
Johnson

RECEIVED
STATE HWY ENGR
OCT 4 '72
REFER TO
FPL
FOR
Info | Mes | RID | DIR | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8710

8

FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 16, 1972

In reply refer to: 10-35.6

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)-
Morris St.-Salmon St. Section
Stark & Washington St. U'xings - #13522 & ③

Mr. Johnson's memorandum of May 1 transmitted preliminary plan data for the above structures, excluding foundations data.

It is our understanding that the four-lane configurations shown on the Stark St. structure is temporary until the couplet is constructed, at which time it will carry three lanes like the Washington St. structure.

The structure plans are approved, except we reserve the right to make additional comments after receipt of the foundation data.

NOTED
F. B. KLABOE

6-26-72
Hart
cy Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8710

8

1

RECEIVED

FOR FILING

May 1, 1972

TO: Mr. R. E. Simpson, Division Engineer
Federal Highway Administration

FROM: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: S. E. Washington and S. E. Stark Undercrossings
N. E. Morris Street-S. E. Salmon Street Section
East Portland Freeway
Multnomah County

Bridges 13523 and 13522

Enclosed are two prints each of Drawings 28159, 28160, and 28010 which are the preliminary plan and elevations and vicinity maps for the Washington Street-Stark Street couplet structures. The foundation recommendations will be forwarded when they become available.

These structures carry three lanes of one-way traffic on Washington and four lanes of one-way traffic on Stark with 8-foot walks on one side of each. They cross over 10 lanes of traffic on the East Portland Freeway. A four-span post-tensioned concrete box girder with sloped legs provides a graceful, slender structure. A two-span post-tensioned concrete box girder alternate was considered at a slightly higher cost ($1,163,000 for both structures).

The foundation information indicates the probable use of spread footings at the center bent and steel pile footings at the end bents. Traffic will be carried on one street while constructing the other structure, then reversed.

(more)

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $546,000 for Stark Street and $544,000 for Washington Street.

This is being submitted to you as a preliminary for your approval.

Enc. (6)

JEB:ag ja

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
Vern Skoog

- 8710

1-205-48

Salem, Oregon
October 1, 1971

96th Avenue Connection
Washington-Stark Couplet
Interstate 205

Mr. R. L. Schroeder
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon

Attention: Mr. James H. Versteeg

Of the three alternates submitted with your letter of September 27, we prefer plan 3 as do you. However, wouldn't it be better to locate the road to fit where Mall 205 has constructed their curbs? We do not care where the road is located as long as the Mall 205 people are happy.

Frank L. Hall
Design Engineer

By ORIGINAL SIGNED BY
A. D. OLSON

A. D. Olson
Preliminary Design Engineer

DNS:jp
cc: Lou Grethaus

Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
Terpin
[illegible]

RECEIVED
OCT - 4 1971
DESIGN
SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

FORM E-30 (REV. 10-69)

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 27, 1971

SUBJECT: 96th Avenue Connection
Washington - Stark Couplet
I-205 Freeway

To: Frank Hall
Design Engineer
Salem

Attention: A. D. Olson

Transmitted are alternate plans for connecting S. E. 96th Avenue to the Washington - Stark couplet. I would recommend plan three as being the best for this location.

It will be necessary to submit the preferred alignment to Multnomah County for approval. Please indicate which of these alternates is acceptable to your office.

R. L. Schroeder
Metropolitan Engineer

by J H Versteeg
J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
Attachments

cc: Lou Grothaus
K. D. Limbocker

1 Hall
2 A. Olson
Wils
Heckeman

RECEIVED
SEP 29 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

SP*92475-734

E-30 50M 10-68

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE
5821 N.E. Glisan, Portland

September 22, 1971

SUBJECT: Proposed Access at
N.W. Corner Mall 205

To: Mr. R. L. Schroeder
Metropolitan Engineer
BUILDING

Attention: Mr. K. D. Limbocker

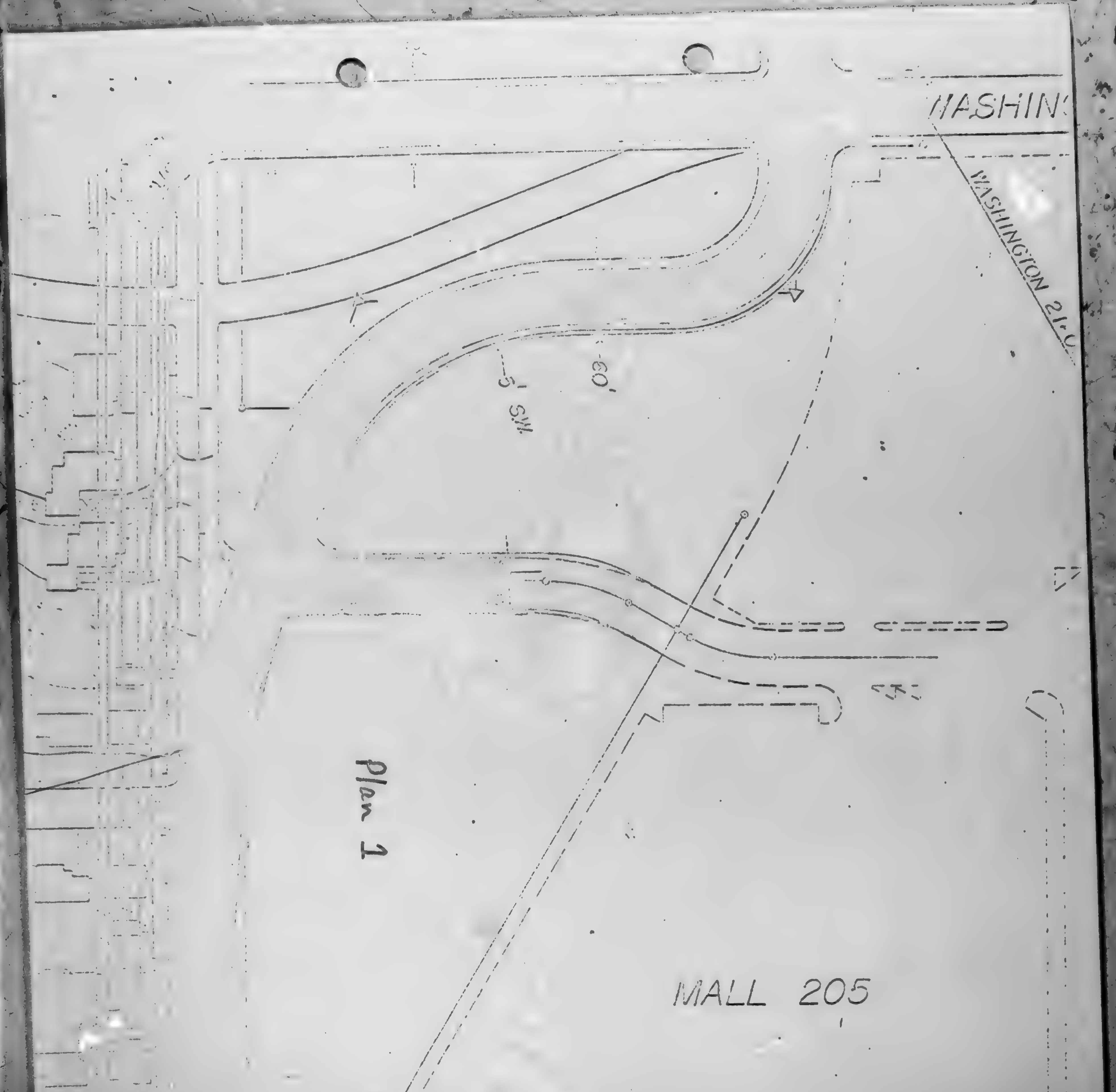
I have considered the attached two plans and conclude that the second one is to be preferred. A depth of one hundred fifty feet (150') has more utility than a narrower one, with a wider range of possible uses. The magnitude of difference might be found in the neighborhood of twenty-five percent (25%), but a more detailed study would be necessary for specific details.

GARY M. KNOWLTON
District Liaison Agent

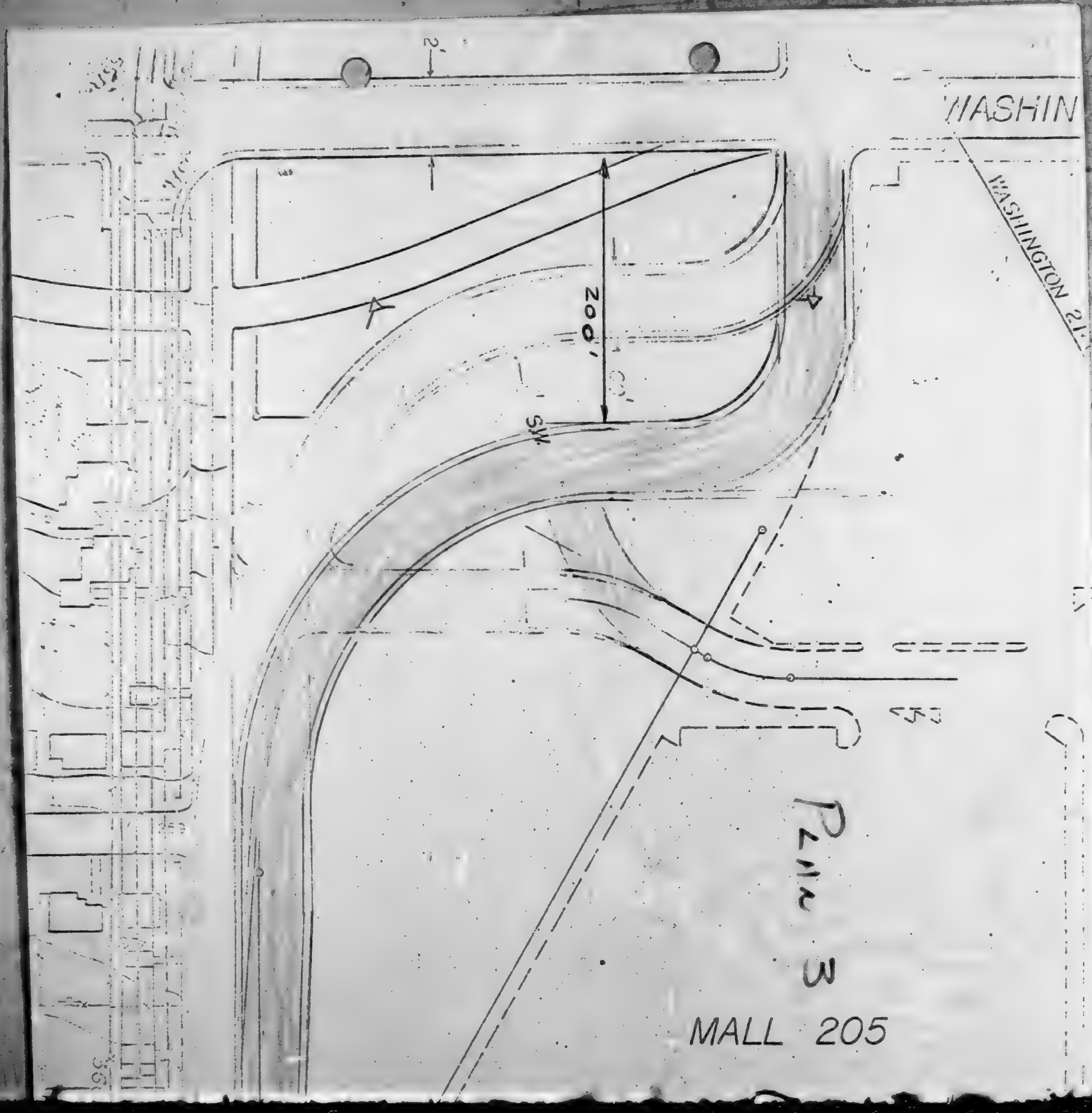
GMK:AR

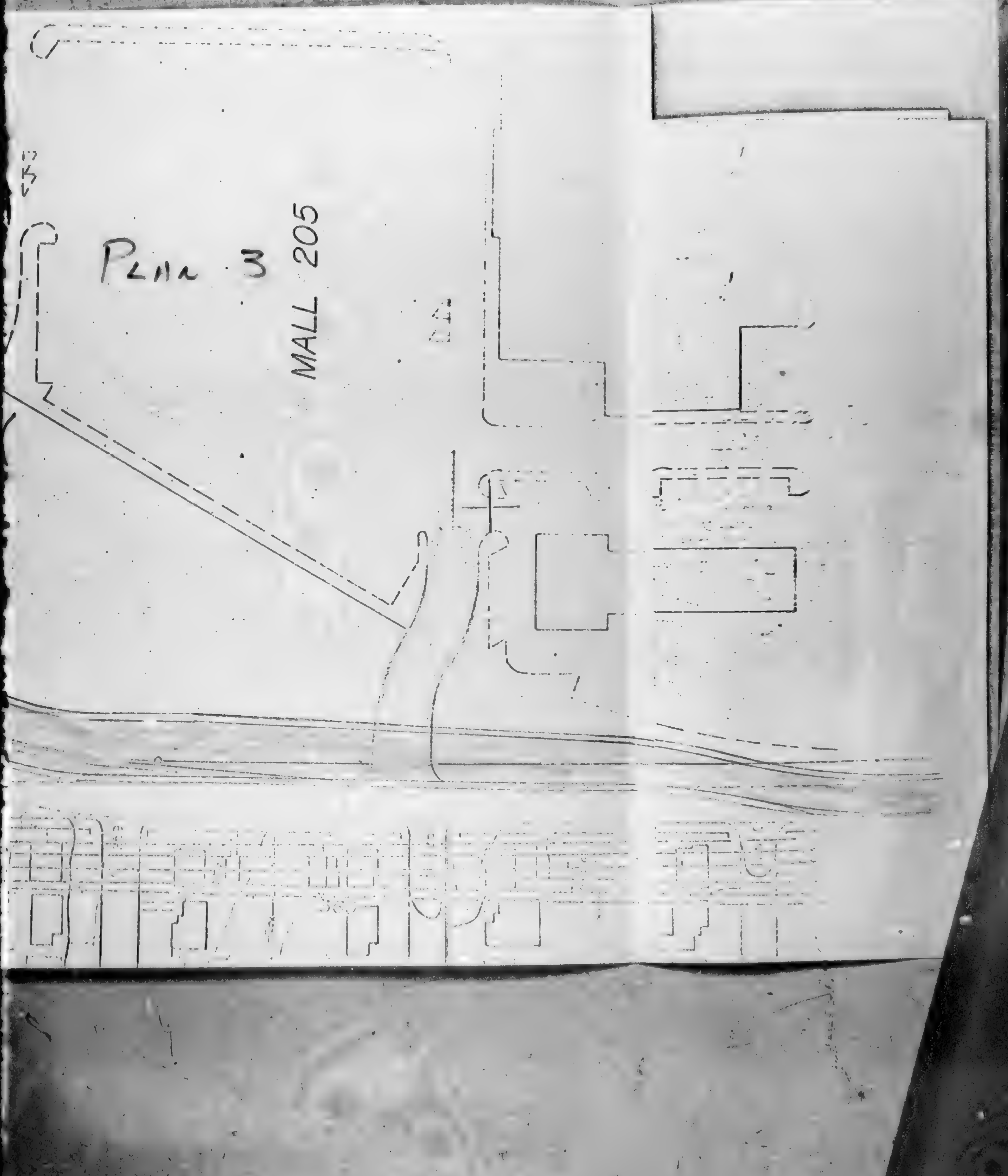
w/attachments

METROPOLITAN ENGINEER
RECEIVED
SEP 22 1971
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MOE ☐ MTE


WASHIN
WASHINGTON 21, D.C.
60'
5' SW.
Plan 1
MALL 205

WASHIN
WASHINGTON AV
SW
Plan 2
MALL 205


WASHIN
WASHINGTON ST.
200'
60'
SW.
2'
PLAN 3
MALL 205


PLAN 3
MALL 205

8711 S.W. Pine St.-S.W. Madison 1978
St. (Portland) Section
(Traffic signal installation)

CrA 5921 6-23-77

8711

REGION 1
HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

| | | | | |
|---|---|---|---|---|
| DATE<br>8/12/83 | PURCHASE ORDER NUMBER | ☐ PARTIAL ☒ FINAL | PRIOR REQUEST NUMBER | BILLING REQUEST NUMBER<br>Ch 1271 |

CODE

**BILL TO:**

City of Portland
621 SW Alder Street
Portland, OR 97205

CREDIT DISTRIBUTION

| | |
|---|---|
| 324.02 | $7,081.81 |

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | TOTAL |
|---|---|
| Final Settlement on M-000C(4), S.W. Pine-S.W. Madison St., 4th Broadway & 10th, Agreement #5921<br>City of Portland Project #2001 | |
| Total Project Cost | $695,920.40 |
| Less Federal Funds | (596,756.63) |
| Less Advance Deposit | (50,200.00) |
| Less State Share of Project Cost | (49,381.96) |
| REFUND DUE CITY OF PORTLAND | $ 418.19 |

[illegible]
[illegible] ________ PROJECT UNIT ________
[illegible]
[illegible] ASSIST. ________ PROGRAM UNIT ________
[illegible] TO ________
FOR ________

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR Diane Galida PH: 378-5035 PREPARER OF INVOICE

#1993 PORTLAC

| | |
|---|---|
| Advance Deposit Amount | $ 50,200.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 42,700.00 |
| Balance | $ 7,500.00 |
| Transfer to Highway Fund | $ 7,081.81 |
| Refund Due | $ 418.19 |

AMOUNT DUE $

SUBMITTED BY
D. Galida

APPROVED BY
Frank R Griffin

.8711

## OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE July 26, 1983

CITY: Portland AGREEMENT NO: 5921 PROJECT NO: M-000C(4)

CONTRACT NO: 8711 SECTION: SW Pine St.-SW Madison St., 4th, Broadway & 10th

PRELIMINARY ENGINEERING: Prefix No. 326-1932

| | | |
|---|---|---|
| Resident Engineer | $ | 4.30 |
| Final Design | | 141.03 |
| Signing | | 1,616.89 |
| Program Section | | 192.42 |
| Specifications | | 1,087.55 |
| TOTAL P.E. COST | $ | 3,042.19 |

CONSTRUCTION: Prefix No. 326-1003

| | | |
|---|---|---|
| Payment to Contractor | $ | 652,060.00 |
| Interest on Final Payment | | 349.29 |
| Construction Engineering | | 9,873.58 |
| Payment to City | | 29,221.71 |
| Audit Expense | | 815.60 |
| Program Section | | 31.90 |
| Salem Lab | | 73.65 |
| Portland Lab | | 1.00 |
| Construction Section | | 255.27 |
| EEO Monitoring Expense | | 196.21 |
| TOTAL CONST. COST | $ | 692,878.21 |

SUMMARY:

| | | |
|---|---|---|
| Total PE Cost | $ | 3,042.19 |
| Total Const. Cost | | 692,878.21 |
| TOTAL PROJECT COST | $ | 695,920.40 |
| Less Federal Funds | | (596,756.63) |
| BALANCE | $ | 99,163.77 |
| Less Non-Participating Costs: | | |
| Interest on Final Payment | | (349.29) |
| Construction Engineering | | ( 50.56) |
| AMOUNT TO BE SHARED | $ | 98,763.92 |
| STATE SHARE: 50% of 98,763.92 = | $ | 49,381.96 |
| CITY SHARE: (50% of 98,763.92)+(349.29+50.56)= | | 49,781.81 |
| Less City Advance Deposit 5-19-78 | | (50,200.00) |
| REFUND DUE CITY | $ | 418.19 |

326-1003 326-1932

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER PERIOD FROM 8/10/77 TO 9/7/82

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ XINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

H-000C(4)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $ 3,042.19 | $ 3,042.19 | 85.80% | $ 2,610.20 | $ 2,610.20 | $ 0.00 |
| 692,878.21 | 692,478.36 | 85.80% | 594,146.43 | 594,146.43 | 0.00 |
| $695,920.40 | $695,520.55 | 85.80% | $596,756.63 | $596,756.63 | $ 0.00 |

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY DATE 2/15/83

PASSED FOR PAYMENT

BY DATE Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | S.W. Pine St. to S.W. Madison St. (Portland)<br>City Street, 4th Ave, Broadway St, 10th Ave.<br>Multnomah County | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | State | All Required | | | $ 3,042.19 | |
| | Construction<br>Type Code Y031<br>Signals (28 Intersections) | | | | | |
| | Formal Contract Payment Summary | Lump Sum | | | $652,060.00 | |
| SFO | #1 Laboratory Testing of Controllers | All Required | | | 8,000.00 | |
| | Total Participating Construction | | | | $660,060.00 | |
| | Construction Engineering | | | | | |
| SFO | #2 Monitor work by City (State) | All Required | | | 290.69 | |
| | Work by City of Portland | All Required | | | 29,221.71 | |
| | State | All Required | | | 1,894.15 | |
| | Total Participating Construction Engineering | | | | $ 31,406.55 | |
| | Misc. Project Cost | | | | | |
| | Audit Expense | All Required | | | 815.60 | |
| | EEO Monitoring Expense | All Required | | | 196.21 | |
| | Total Participating Misc. Project Cost | | | | $ 1,011.81 | |
| | Total Participating Project Cost | | | | $695,520.55 | |
| | Nonparticipating Project Cost | | | | | |
| | Interest on Final Payments | All Required | | | 349.29 | |
| | Construction Engineering | All Required | | | 50.56 | |
| | Total Nonparticipating Cost | | | | $ 399.85 | |
| | Total Project Cost | | | | $695,920.40 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/17/83. | | | | | |
| | AMOUNT CARRIED FORWARD .... | | | | | |

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                              326   1931      920        00 P 1
                              326   1931      921        00 P 1
                              326   1931      922        00 P 1
                              326   1931      923        00 P 1
                              326   1931      927        00 P 1
                                              TOT           P1
                                              TOT           N1
                                           ** JOB TOTALS **                 **             **

4TH BROADWAY 10TH PORTLAND     CONT NO      * FA PROJ NOS M    000C004 100
                              326   1932      296        00 N 9 Tr. St.      .01CR          256.51
                              326   1932      298        00 N 9 Tr. Fed.     .01            256.51CR
                              326   1932      901        00 P 1 Res. Engr.
                              326   1932      905        00 P 1 Fin. Des.
                              326   1932      911        00 P 1 Signing                     [illegible] 93CR
                              326   1932      920        00 P 1 Prog. Sec.                1[illegible] 08[illegible]
                              326   1932      921        00 F 1 Specs.                    1[illegible] [illegible]CR

                                                                                    FEBRUARY 1983
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                       FISCAL
                                 PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH       YEAR TO DATE
      DESCRIPTION
                                               TOT        P1                          298.96CR
                                            ** JOB TOTALS **                 **       298.96CR*

SE 39TH @ STARK ST, PTLD       CONT NO      * FA PROJ NOS XI   9699002 100
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                              326   1933      296        00 N 9                      1,600.00
                              326   1933      298        00 N 9
                              326   1933      412        00 P 1
                              326   1933      901        00 P 1
                              326   1933      905        00 P 1
                              326   1933      909        00 P 1
                              326   1933      910        00 P 1
                              326   1933      911        00 P 1
                              326   1933      913        00 P 1
                              326   1933      914        00 P 1
                              326   1933      915        00 P 1                          210.16
                              326   1933      920        00 P 1
                              326   1933      921        00 P 1
                              326   1933      922        00 P 1
                              326   1933      923        00 P 1                          210.16
                                              TOT        P1                                210.16
                                            ** JOB TOTALS **                 **

BROADWAY BR-LOVEJOY ST         CONT NO      * FA PROJ NOS XI   0000003 100
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   326   1931      922      00 P 1                                                             84.71
   326   1931      923      00 P 1                                                         91,379.72
   326   1931      927      00 P 1                                                             49.21
                   TOT         P1                                                 **      91,428.93  **
                   TOT         N1                                  **
                **  JOB TOTALS  **
                                                                                                          STATE

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ND   CONT NO                            00 N 9 Tr. St.          01CR             256.51CR        2,610.20
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      326    1932       901      00 P 1 Fin. Des.                                                1,616.89
      326    1932       905      00 P 1 Signing                                    93CR             192.42
      326    1932       911      00 P 1 Prog. Sec.                              1   08             1,087.55
      326    1932       920      00 F 1 Specs.                                  1!     R
      326    1932       921



                                                                FEBRUARY 1983             PAGE  829

TURES & LEDGERS                                                      FISCAL               GRAND TOTAL
                                                                  YEAR TO DATE              TO DATE
                PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH
                                                                    298.96CR               3,042.19
                       TOT        P1                         **     298.96CR**             3,042.19   **
                     ** JOB TOTALS **
                                                                                                          STATE

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LD        CONT NO                         00 N 9                   1,600.00CR               8,525.45CR
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            326     1933       298        00 P 1                                            1,217.85
            326     1933       412        00 P 1                                              640.70
            326     1933       901        00 P 1                                              858.14
            326     1933       905        00 P 1                                              112.64
            326     1933       909        00 P 1                                              524.30
            326     1933       910        00 P 1                                              493.67
            326     1933       911        00 P 1                                               48.00
            326     1933       913        00 P 1                                              210.16
            326     1933       914        00 P 1                      210.16                  458.01
            326     1933       915        00 P 1                                              655.42
            326     1933       920        00 P 1                                               17.99
            326     1933       921        00 P 1                                              882.13
            326     1933       922        00 P 1                      210.16                6,269.01
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                               TOT           P1               **
                       ** JOB TOTALS **
                                                                                                          STATE
                                                                                            2,514.71CR
ST         CONT NO        * FA PROJ NOS XI   0000003 100
                                          00 N 9
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  FEBRUARY 1983        PAG

                                                                               FISCAL           GR
     DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE
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                               326    1001      297     00 N 9
                               326    1001      298     00 N 9
                               326    1001      900     00 P 1
                               326    1001      900     00 N 1
                               326    1001      915     00 P 1
                               326    1001      920     00 P 1
                               326    1001      985     00 P 1
                                                TOT     P1                                        9
                                                TOT     N1
                                          ** JOB TOTALS **              **                **

SW PINE-SW MADISON, PTLD      CONT NO 8711 = FA PROJ NOS M    000C004 100
                               326    1003      201     00 P 1 Pay Cont                          65
                               326    1003      206     00 N 1 Interest
                               326    1003      282     00 P 1                     6,163.78CR
                               326    1003      295     00 N 9 Tr. City
                               326    1003      296     00 N 9 Tr. St.   33.59CR     966.59CR      63
                               326    1003      298     00 N 9 Tr. Fed.  33.59       966.59        59
                               326    1003      900     00 P 1 Const. Engr.       23,057.93CR
                               326    1003      900     00 N 1   "    "
                               326    1003      900     01 P 1   "    "
                               326    1003      900     02 P 1   "    "
                               326    1003      903     00 P 1 Pay Loc. Govt.     29,221.71       2
                               326    1003      915     00 P 1 Audit                 815.60
                               326    1003      920     00 P 1 Prog. Sec.
                               326    1003      940     00 P 1 Salem Lab
                               326    1003      941     00 P 1 Port. Lab
                               326    1003      945     00 P 1 Const. Sec.            14.25
                               326    1003      948     00 P 1 Tot. Const. Engr.     298.96
                               326    1003      985     00 P 1 EEO Mon.
                                                TOT     P1                         1,128.81      69
                                                TOT     N1
                                          ** JOB TOTALS **              **      1,128.81  **     69

XING-NW 107 AVE               CONT NO        FA PROJ NOS RRO 000S003 100
                               326    1005      270     01 P 1
                               326    1005      296     00 N 9                        62.41CR
                               326    1005      298     00 N 9                        62.41
                               326    1005      900     03 P 1
                               326    1005      915     00 P 1
                               326    1005      946     03 P 1                        69.35
                                                TOT     P1                            69.35
                                          ** JOB TOTALS **              **          69.35  **

PORTLAND TRAF SIG MODIF       CONT NO      * FA PROJ NOS XI  000C007 100
                               326    1007      295     00 N 9                        48.00
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                                                                  FEBRUARY 1983         PAGE  284
DGERS
                                                                         FISCAL         GRAND TOTAL       ACTIVE YRS
                                                                     YEAR TO DATE        TO DATE          BEG    END
      PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH                                             48.00        78     78
 326    1001      206     00 N 1                                                      141,263.67CR        78     81
 326    1001      296     00 N 9                                                       61,280.00          78     81
 326    1001      297     00 N 9                                                       79,983.67          78     80
 326    1001      298     00 N 9                                                          643.81          78     80
 326    1001      900     00 P 1                                                           85.68          78     80
 326    1001      900     00 N 1                                                          183.79          80     80
 326    1001      915     00 P 1                                                           27.27          78     80
 326    1001      920     00 P 1                                                            4.16          78     78
 326    1001      985     00 P 1                                                       93,221.06
                  TOT        P1                                                            47.37CR
                  TOT        N1                                                        93,173.69  **
             ** JOB TOTALS **                       **                   **

                                                                                                     STATE
NT NO 8711 = FA PROJ NOS M   000C004 100                                              652,060.00✓    78     81
  326    1003     201     00 P 1 Pay Cont                                                 349.29✓    81     81
  326    1003     206     00 N 1 Interest                                                            79     83
  326    1003     282     00 P 1                                 6,163.78CR            42,700.00✓    78     78
  326    1003     295     00 N 9 Tr. City                                             636,846.43CR✓  78     83
  326    1003     296     00 N 9 Tr. St.      33.59CR              966.59CR            594,146.43✓    78     83
  326    1003     298     00 N 9 Tr. Fed.     33.59                966.59                1,233.37✓    78     83
  326    1003     900     00 P 1 Const. Engr.                   23,057.93CR                 50.56✓    78     78
  326    1003     900     00 N 1   "     "                                               8,000.00✓    79     79
  326    1003     900     01 P 1                                                           290.69✓    78     79
  326    1003     900     02 P 1   "     "                                              29,221.71✓    83     83
  326    1003     903     00 P 1 Pay Loc. Govt.                 29,221.71                  815.60✓    82     83
  326    1003     915     00 P 1 Audit                             815.60                   31.90✓    78     78
  326    1003     920     00 P 1 Prog. Sec.                                                 73.65✓    81     81
  326    1003     940     00 P 1 Salem Lab                                                   1.00✓    81     81
  326    1003     941     00 P 1 Port. Lab                                                 255.27✓    81     82
  326    1003     945     00 P 1 Const. Sec.                        14.25                  298.96✓    83     83
  326    1003     948     00 P 1 Tot. Const. Engr.                 298.96                  196.21✓    78     79
  326    1003     985     00 P 1 EEO Mon.                                              692,478.36
                  TOT        P1                                  1,128.81                  399.85
                  TOT        N1                                                        692,878.21  **
             ** JOB TOTALS **                       **           1,128.81    **

                                                                                                     STATE
ONT NO           FA PROJ NOS RRO 000S003 100                                           37,436.30     79     80
     326    1005     270     01 P 1                                 62.41CR            34,804.52CR   79     82
     326    1005     296     00 N 9                                 62.41              34,804.52     79     82
     326    1005     298     00 N 9                                                       558.28     79     79
     326    1005     900     03 P 1                                                       607.76     79     80
     326    1005     915     00 P 1                                                        69.35     82     82
     326    1005     946     03 P 1                                 69.35              38,671.69
                     TOT        P1                                  69.35              38,671.69  **
               ** JOB TOTALS **                       **            69.35    **

                                                                                                      STATE
CONT NO        * FA PROJ NOS XI   000C007 100                       48.00                  48.00      83     83
     326    1007     295     00 N 9
```

B02 OREGON STATE HIGHWAY DEPARTMENT 03/
H36 FHWA BILLING VOUCHER

| PREFIX | GRP FL | FED AID PROJ | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUS AND |
|---|---|---|---|---|---|---|---|---|---|
| 083-5113 | 1 | HPR -0001-020 | 16,400.00 | 7,680.66 | 7,680.66 | 88.18 | 6,772.81 | 6,034.88 | |
| 083-5132 | 1 | HPR -0001-020 | 4,416.00 | 3,348.50 | 3,348.50 | 88.18 | 2,952.71 | 2,952.71 | |
| | | PROJ TOTALS | 20,816.00 | 11,029.16 | 11,029.16 | | 9,725.52 | 8,987.59 | |
| 326-1052 | 1# | M -000C-002 | 29,933.65 | 35,253.94 | 35,307.46 | 85.80 | 30,293.80 | 29,933.65 | 36 |
| 326-1922 | 1# | M -000C-002 | 13,297.23 | 15,497.94 | 15,497.94 | 85.80 | 13,297.23 | 13,297.23 | |
| | | PROJ TOTALS | 43,230.88 | 50,751.88 | 50,805.40 | | 43,591.03 | 43,230.88 | 36 |
| 326-1921 | 1# | M -000C-003 | 6,668.46 | 7,397.68 | 7,772.10 | 85.80 | 6,668.46 | 6,668.46 | |
| 326-1003 | 1 | M -000C-004 | 594,146.43 | 692,878.21 | 692,478.36 | 85.80 | 594,146.43 | 594,146.43 | |
| 326-1932 | 1 | M -000C-004 | 2,610.20 | 3,042.19 | 3,042.19 | 85.80 | 2,610.20 | 2,610.20 | |
| | | PROJ TOTALS | 596,756.63 | 695,920.40 | 695,520.55 | | 596,756.63 | 596,756.63 | |
| 326-1953 | 1# | M -000C-008 | 7,083.25 | 8,271.44 | 8,258.42 | 85.77 | 7,083.25 | 7,083.25 | |
| 326-1013 | 1# | M -000C-009 | 18,221.56 | 19,471.17 | 20,664.05 | 88.18 | 18,221.56 | 18,221.56 | |
| 326-1957 | 1# | M -000C-009 | 3,835.56 | 4,204.32 | 4,471.91 | 85.77 | 3,835.56 | 3,835.56 | |
| | | PROJ TOTALS | 22,057.12 | 23,675.49 | 25,135.96 | | 22,057.12 | 22,057.12 | |
| 326-1971 | 1# | M -000C-011 | 4,254.50 | 4,830.54 | 4,824.79 | 88.18 | 4,254.50 | 4,254.50 | |
| 326-1968 | 1# | M -000C-012 | 11,314.79 | 12,546.46 | 12,835.84 | 88.15 | 11,314.79 | 11,314.79 | |
| 326-1970 | 1# | M -000C-013 | 10,757.48 | 11,907.52 | 12,199.46 | 88.18 | 10,757.48 | 10,757.48 | |
| >326-1024 | 1 | M -000C-015 | 29,827.00 | 32,040.85 | 32,130.56 | 88.15 | 28,323.09 | 28,323.09 | |
| 726-1921 | 1 | M -000C-019 | 330,560.00 | 82,722.68 | 83,143.72 | 88.15 | 73,291.19 | 73,291.19 | |
| 726-1930 | 1 | M -000C-021 | 28,217.00 | 20,800.43 | 21,905.13 | 88.18 | 19,315.94 | 19,315.94 | |
| 203-1057 | 1# | M -000S-001 | 196,735.30 | 229,553.86 | 229,295.22 | 85.80 | 196,735.30 | 196,735.30 | |
| 503-1995 | 1# | M -000S-001 | 10,430.53 | 12,167.93 | 12,156.79 | 85.80 | 10,430.53 | 10,430.53 | |
| | | PROJ TOTALS | 207,165.83 | 241,721.79 | 241,452.01 | | 207,165.83 | 207,165.83 | |
| 234-1955 | 1 | M -0000-004 | 66,063.00 | 76,353.88 | 75,341.85 | 85.80 | 64,643.31 | 64,643.31 | |
| 334-1963 | 1# | M -0000-007 | 110,742.49 | 130,401.36 | 129,070.50 | 85.80 | 110,742.49 | 110,742.42 | |
| 334-2526 | 1 | M -0000-011 | 101,500.00 | 227,844.64 | 206,988.34 | 88.10 | 182,356.73 | 101,500.00 | 80,8 |
| 726-1913 | 1# | M -0000-018 | 8,109.40 | 8,829.76 | 9,196.42 | 88.18 | 8,109.40 | 8,109.40 | |
| >437-1908 | 2 | M -0000-028 | 75,927.00 | 75,927.00 | 75,927.00 | 100.00 | 75,927.00 | 75,927.00 | |

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/17/83

| EEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|
| 400.00 | 7,680.66 | 7,680.66 | 88.18 | 6,772.81 | 6,034.88 | | 737.93 |
| 416.00 | 3,348.50 | 3,348.50 | 88.18 | 2,952.71 | 2,952.71 | | |
| 816.00 | 11,029.16 | 11,029.16 | | 9,725.52 | 8,987.59 | | 737.93 |
| 933.65 | 35,253.94 | 35,307.46 | 85.80 | 30,293.80 | 29,933.65 | 360.15 B | |
| 297.23 | 15,497.94 | 15,497.94 | 85.80 | 13,297.23 | 13,297.23 | | |
| 230.88 | 50,751.88 | 50,805.40 | | 43,591.03 | 43,230.88 | 360.15 | |
| 668.46 | 7,397.68 | 7,772.10 | 85.80 | 6,668.46 | 6,668.46 | | |
| 146.43 | 692,878.21 | 692,478.36 | 85.80 | 594,146.43 | 594,146.43 | | |
| 610.20 | 3,042.19 | 3,042.19 | 85.80 | 2,610.20 | 2,610.20 | | |
| 756.63 | 695,920.40 | 695,520.55 | | 596,756.63 | 596,756.63 | | |
| 083.25 | 8,271.44 | 8,258.42 | 85.77 | 7,083.25 | 7,083.25 | | |
| 221.56 | 19,471.17 | 20,664.05 | 88.18 | 18,221.56 | 18,221.56 | | |
| 835.56 | 4,204.32 | 4,471.91 | 85.77 | 3,835.56 | 3,835.56 | | |
| 057.12 | 23,675.49 | 25,135.96 | | 22,057.12 | 22,057.12 | | |
| 254.50 | 4,830.54 | 4,824.79 | 88.18 | 4,254.50 | 4,254.50 | | |
| 314.79 | 12,546.46 | 12,835.84 | 88.15 | 11,314.79 | 11,314.79 | | |
| 757.48 | 11,907.52 | 12,199.46 | 88.18 | 10,757.48 | 10,757.48 | | |
| 827.00 | 32,040.85 | 32,130.56 | 88.15 | 28,323.09 | 28,323.09 | | |
| 560.00 | 82,722.68 | 83,143.72 | 88.15 | 73,291.19 | 73,291.19 | | |
| 217.00 | 20,800.43 | 21,905.13 | 88.18 | 19,315.94 | 19,315.94 | | |
| 735.30 | 229,553.86 | 229,295.22 | 85.80 | 196,735.30 | 196,735.30 | | |
| 430.53 | 12,167.93 | 12,156.79 | 85.80 | 10,430.53 | 10,430.53 | | |
| 165.83 | 241,721.79 | 241,452.01 | | 207,165.83 | 207,165.83 | | |
| 063.00 | 76,353.88 | 75,341.85 | 85.80 | 64,643.31 | 64,643.31 | | |
| 742.49 | 130,401.36 | 129,070.50 | 85.80 | 110,742.49 | 110,742.42 | .07 D | |
| 500.00 | 227,844.64 | 206,988.34 | 88.10 | 182,356.73 | 101,500.00 | 80,856.73 B | |
| 109.40 | 8,829.76 | 9,196.42 | 88.18 | 8,109.40 | 8,109.40 | | |
| 927.00 | 75,927.00 | 75,927.00 | 100.00 | 75,927.00 | 75,927.00 | | |

8711 1-2-7

cm

cc: OSHD (Coulter)

# STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>9/2/82 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>M-000C(4) |
| COMPLETION DATE<br>7/20/79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>6/4/81 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>280 |
| APPROVED EXTENSIONS<br>35 days | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. W. PINE - S.W. MADISON
City Streets
28 Signals

This project provided for modernizing 28 traffic signals in the Portland down town area.

NOTED
W. E. SCHWARTZ cy
9-8

RECEIVED
STATE HWY ENGR
SEP 8 '82
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Thomas P. Lowe<br>Original Signed by T. P. LOWE | | SIGNATURE<br>Glenn K. Hossner<br>~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer | |
| TITLE<br>Area Engineer | DATE<br>9/2/82 | TITLE<br>Field Operation Engineer | DATE<br>9/7/82 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8711

2

June 11, 1981

American Insurance Company
121 S.W. Salmon Street
Suite 900
Portland, OR 97204

CON 5
#8711

Gentlemen:

On June 9, 1981, we wrote to you concerning release of final payment on Contract No. 8711 awarded to W. R. Grasle Co. for traffic signal installation on S.W. Pine Street-S.W. Madison Street in Portland, Multnomah County.

Final payment on this contract is $9,112.00 and the total contract amount is $652,060.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: W. R. Grasle Co.
437 N. W. 16th Ave.
Portland, OR 97209

Fred S. James & Co.
111 S. W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8711 #1 L

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: June 4, 1981

FROM: C. T. Keasey C T Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of June 4, 1981.

Contract 8711 On Site Work Substantially Completed July 20, 1979

All Work Completed January 26, 1981

Project SW Pine St.-SW Madison St. (Portland)

Highway City Streets

County Multnomah

Type of Work Traffic Signal Installation

Contractor W. R. Grasle Co.

RDC:mk

cc: H. S. Coulter
R. D. Church

[illegible]

Surety written
6-9-81

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION S.W. Pine - S.W. Madison

WEEK ENDING July 21, 1979

SECTION PREFIX 326-1003

HIGHWAY City Streets

COUNTY MULTNOMAH

NAME OF JOB S.W. Pine - S.W. Madison

KIND OF WORK TRAFFIC SIGNAL INSTALLATION

CONTRACTOR W. R. Grasle Co.

CONTRACT NUMBER 8711

FEDERAL AID PROJECT NUMBER M-000 C (4)

DATE OF CONTRACT May 19, 1978

DATE WORK STARTED June 1, 1978

ESTIMATED COMPLETION DATE -

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 315

WORK DAYS USED

CALENDAR DAYS USED 315

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100%

PROJECT AUTHORIZATION: $ 779,132.10

EXCLUSIVE OF ENGINEERING: $ 717,350.70

ENGINEERING AUTHORIZATION $ 61,781.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 672,433.00

ENGINEERING COST TO DATE $ 27,300.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 86%

ESTIMATED PERCENT: OVERRUN UNDERRUN - 63 %

PERCENT OF AUTHORIZATION 47 %

DATE PROJECT WAS COMPLETED: July 18, 1979

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Keasey RECEIVED Richards
Jackmond Berg
Hopkins AUG 24 1979 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | NO ACTIVITY |
| MONDAY | PAINTING |
| TUESDAY | PAINTING |
| WEDNESDAY | PAINTING |
| THURSDAY | NO ACTIVITY |
| FRIDAY | NO ACTIVITY |
| SATURDAY | |

## REMARKS

SIGNED Dean L. LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8711

8

June 6, 1979

W. R. Grasle Company
437 N.W. 16th Avenue
Portland, OR 97209

Gentlemen:

Time Extension
S.W. Pine-S.W. Madison
Multnomah County
Contract No. 8711

Your request for an increase in calendar days on the above project has been reviewed. A 35 calendar day extension is granted for verbal shutdown orders during the Rose Festival, Thanksgiving/Christmas Holidays, and during the period of abnormally cold weather. This will increase the allowable days for completion of the project to 315.

Sincerely,

H. S. Coulter
State Highway Engineer

cc: J. K. Wilson, City of Portland
Traffic Engineering
420 S.W. Main Street
Portland, OR 97204
OBJ:DA:fr jh
bc: C. T. Keasey
Robert Church
Ed Hardt
Mort Fillmore
Richard Hacek

FORM 81-734-3030

FILE: CON 5 #8711

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 29, 1979

O. B. Jackmond

**FROM:** O. B. Jackmond
Contract Administration Engineer

**TO:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Time Extension Request
S.W. Pine-S.W. Madison
Multnomah County
Contract No. 8711

W. R. Grasle Company, contractor on the above traffic signal project, has requested a 35 calendar day increase in the allowable contract time. Shutdowns due to the Rose Festival, during the Thanksgiving/Christmas Holidays and abnormal weather conditions are reasons given for this request.

Pertinent contract time data are:

| | |
|---|---|
| Time count began | June 1, 1978 |
| Work began | June 1, 1978 |
| Allowable time | 280 calendar days |
| Stop Work Order | March 6, 1979 |
| Time used | 279 calendar days |

Project work was shut down one week just after time began due to the Rose Festival activities. Another two weeks were lost because of a city ordinance which states no city street shall be blocked or shut off between Thanksgiving and Christmas. The restriction was later waived which allowed the contractor to proceed. The shutdowns were a result of a verbal order of the Resident Engineer. Time was charged during these periods of no work. The 21 calendar days lost should be returned to the contractor.

Due to the timing of the contract, the final items of work had to be completed during the winter months. One of these was the pole painting. The contractor made several attempts during January to complete the work. Due to the severe cold and icy conditions which existed during that time, he was requested not to work. Safety of the public was the main reason for this request and 14 calendar days should be returned to the contractor for lost time during the cold spell.

It is recommended the contractor be granted a 35 calendar day increase in contract time for lost time due to the verbal shut down orders. This will increase the allowable contract time to 315 calendar days.

The contractor was issued a stop work order on March 6, 1979 until weather conditions were suitable for completion of the work.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Ed Hardt
Mort Fillmore
J. K. Wilson, City of Portland

Form 81-734-2280

**OREGON STATE HIGHWAY DIVISION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Division**
**Salem, Oregon**

Date March 6, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 280 days to 315 days, within which to complete our Contract No. 8711, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Shutdown of construction due to Rose Festival (1 week), holiday construction moratorium (2 weeks), and icy weather not anticipated (2 weeks).

Respectfully submitted,

W. R. GRASLE CO.
Contractor

By W. R. Grasle, Jr., President

---

## CONSENT OF SURETY

Date March 21, 1979

We, The American Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Cheryll Currier
Attorney-in-fact

(SEAL)

Cheryll Currier
Fred S. James & Co., of Oregon
Resident Agent

**OREGON STATE HIGHWAY DIVISION**

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8711 Contractor W. R. Grasle Co.

Highway City Streets

Section SW Pine St. - SW Madison (Ptld).

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Thirty-five (35) calendar days granted for verbal shutdown orders issued during project.

Recommended for Approval:

Marion Cuff
Region Engineer

C. B. Jackson Jr
For Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

| | |
|---|---|
| Contract No. | 8711 |
| Project designation (State-Federal) | M-000 C 4 |
| Date awarded | May 19, 1978 |
| Work started | June 1, 1978 |
| Per cent completed (Date) | 96% (Mar. 31, 1979) |
| No. of Workdays Allowed | 280 |
| No. of Workdays Used | 278 (Mar. 31, 1979) |
| No. of Added Workdays Requested | 35 |

SP*19063-734

GENERAL
POWER OF
ATTORNEY

# THE AMERICAN INSURANCE COMPANY

**KNOW ALL MEN BY THESE PRESENTS:** That THE AMERICAN INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of New Jersey, and having its Home Office in the City and County of San Francisco, California, has made, constituted and appointed, and does by these presents make, constitute and appoint

-----CHERYLL CURRIER-----

PORTLAND, OREGON

its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, seal, acknowledge and deliver any and all bonds, undertakings, recognizances or other written obligations in the nature thereof ------------------------------------------------------------------

and to bind the Corporation thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the Corporation and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises.

This power of attorney is granted pursuant to Article VIII, Section 30 and 31 of By-laws of THE AMERICAN INSURANCE COMPANY now in full force and effect.

"Article VIII, *Appointment and Authority of Resident Assistant Secretaries, and Attorney-in-Fact and Agents to accept Legal Process and Make Appearances.*

Section 30. *Appointment.* The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.

Section 31. *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

This power of attorney is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of THE AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 28th day of September, 1966, and that said Resolution has not been amended or repealed:

"RESOLVED, that the signature of any Vice-President, Assistant Secretary, and Resident Assistant Secretary of this Corporation, and the seal of this Corporation may be affixed or printed on any power of attorney, on any revocation of any power of attorney, or on any certificate relating thereto, by facsimile, and any power of attorney, any revocation of any power of attorney, or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Corporation."

IN WITNESS WHEREOF, THE AMERICAN INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed this 14th day of March, 19 78

THE AMERICAN INSURANCE COMPANY

By ______________________
Vice-President

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

On this 14th day of March, 19 78 before me personally came William W. Lauber to me known, who, being by me duly sworn, did depose and say: that he is Vice President of THE AMERICAN INSURANCE COMPANY, the Corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Corporation and that he signed his name thereto by like order.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

OFFICIAL SEAL
SUSIE K. GILBERT
NOTARY PUBLIC - CALIFORNIA
CITY & COUNTY OF SAN FRANCISCO
My Commission Expires Nov. 17, 1980

Susie K. Gilbert
Notary Public

## CERTIFICATE

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

I, the undersigned, Assistant Secretary of THE AMERICAN INSURANCE COMPANY, a NEW JERSEY Corporation, DO HEREBY CERTIFY that the foregoing and attached POWER OF ATTORNEY remains in full force and has not been revoked; and furthermore that Article VIII, Sections 30 and 31 of the By-laws of the Corporation, and the Resolution of the Board of Directors, set forth in the Power of Attorney, are now in force.

Signed and sealed at the City and County of San Francisco. Dated the 21st day of March, 19 79

Winifred H. Browne
Assistant Secretary

360546(HO) — TA — 11-76

#5711

# STATE COPY

D

11-14-78

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

## INITIAL REPORT

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>1 | **COUNTY**<br>Multnomah | **DIVISION**<br>Oregon |
| **DATE OF INSPECTION**<br>11-14-78 | **INSPECTION MADE BY**<br>C. T. Christianson, Area Engineer | | **PROJECT NO.**<br>M-000C(4) |

**IN COMPANY WITH** Marian Craft, Reg. 1 Construction Engr., OSHD; Jim Wilson, City of Portland Bureau of Traffic Engineering; Dean Franklin, Resident Engineer, City of Portland Bureau of Traffic Engineering, Signal Division

**LOCATION**
28 intersections between Pine and Madison on City Streets in the City of Portland

RECEIVED
STATE HWY ENGR
NOV 30 '78
REFER TO
FOR
Fil
Act
Sign
D/R
R/D
Inves
Inf

**CONTRACTOR NAME AND ADDRESS**
W. L. Grasle Company, Portland, Oregon

| | | | | |
|---|---|---|---|---|
| **AWARD DATE**<br>6-1-78 | **CONTRACT AMOUNT**<br>$669,660. | **TIME ALLOWED**<br>280 cal. days | **TIME STARTED**<br>5-19-78 | **WORK STARTED**<br>6-1-78 |
| **QUALITY OF WORK**<br>Satisfactory | **PROGRESS OF WORK**<br>Satisfactory | **TIME ELAPSED**<br>60% | **WORK COMPLETED**<br>80% | |

**REMARKS**

11/30
cy Rasey

S.W. PINE - S.W. MADISON
CITY STREETS
28 Signals

Work under this contract consists of preparation of drawings and the replacement of traffic signal installations at 28 intersections within the central business district of the City of Portland. The work covers upgrading of these signals to current modern equipment with interconnect to the central computer system.

This contract was set up to be basically a lump sum contract providing standardized signal equipment for upgrading of the existing system. Inspection includes the normal inspection and testing performed on the equipment by the ODOT Traffic Section in Salem and the equipment must meet the specified requirements of the City of Portland. Project specification requirements can be easily documented and field notes provide support data for progress payments.

An inspector from the City of Portland Traffic Bureau works with the contractor on a continuous basis.

As of this date the work is progressing well ahead of contract time. There have been no significant overruns or underruns, no materials or contract compliance problems, and no change orders issued to the contract. Work is progressing well with engineering costs running relatively low.

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

8711

STATE COPY

OMB No. 04-R2089

8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-132 | . S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-13-78 | ate<br>Oregon<br>County<br>Multnomah<br>Project No.<br>M-000C(4) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Streets, CBD Portland

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 5-10-77 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-15-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS — Pro-rata 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $764,064 | $ 655,336 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By ______ for

Technical Services Engineer
*(Title)*

By ______

Act. State Highway Engineer
*(Title)*

By ______

______
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the Interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon - May 23, 1978

Federal Aid Project
No. M-000C(4)

S.W. PINE ST. TO S.W. MADISON ST. (PORTLAND)
CITY STREETS, 4TH AVE., BROADWAY ST., 10TH AVE.
MULTNOMAH COUNTY

Project Agreement Estimate

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 4,000.00 |

Type Code Y031
Signals (28 Intersections)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 4,000.00 |
| Temporary Signs | 680 sq.ft. | 2.00 | 1,360.00 |
| Flagmen | 1,120 hour | 15.00 | 16,800.00 |
| Traffic Signal Installation, Complete | All Required | | 643,500.00 |
| Drawings | All Required | | 4,000.00 |
| | Subtotal | | $669,660.00 |
| | Engineering (13.5%) | | 73,604.00 |
| | Engineering (Signal Controller Testing) | | 16,800.00 |
| | Total | | $760,064.00 |

Length of Project: 0.00 miles

Summary of Funds (85.77%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 4,000 | $ 3,430 | $ 285 | $ 285 |
| Signals | 760,064 | 651,906 | 54,079 | 54,079 |
| Total | $764,064 | $655,336 | $54,364 | $54,364 |

Group 1 - 100%
Contract No. 8711
Prefix 326-1003
Prefix 326-1932

8711

2

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Ed Hardt
L. E. George

Jim Wilson, Signal Engr.
City of Portland
420 S.W. Main Street
Portland, OR 97204

May 31, 1978

W. R. Grasle Co.
437 N.W. 16th Avenue
Portland, OR 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8711 for traffic signal installation on the S.W. Pine Street-S.W. Madison Street (Portland) Section in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc American Insurance Company
Attn: Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Fred S. James & Co. of Oregon
1 S.W. Columbia
Portland, OR 97201

**W. R. GRASLE CO.**
ELECTRICAL CONTRACTORS & ENGINEERS
P.O. BOX 4123 • PORTLAND, OREGON • 97208
(503) 226-6771 • TELEX 36-0583

# TRANSMITTAL NOTICE

DATE May 23, 1978

RE: Contract No. 8711, Traffic Signal Installation, SW Pine St.-SW Madison St. (PORTLAND)

TO: OREGON TRANSPORTATION COMMISSION
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

ATTENTION: Mr. C. W. Head

Gentlemen:

We are sending you the following: ☒ Attached ☐ Under Separate Cover Via

☐ Brochures
☐ Shop Drawings
☐ Catalog Cuts
☐ Samples
☐ Plans/Sketch
☐ Specifications
☐ Letter Copy
☒ Other

| Item | Date | Copies | DESCRIPTION |
|---|---|---|---|
| 1. | 5/19/78 | 2 | Contract and Bond for the above referenced project, executed on our behalf. |

These Items are Transmitted:

☐ For Approval
☐ Resubmittal
☒ As Requested
☐ For Information
☐ Approved As Submitted
☐ Approved As Noted
☐ Returned for Correction
☐ __________

REMARKS:

We will appreciate the return of one fully executed copy of the contract at your earliest convenience.

RECEIVED
MAY 25 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

W. R. GRASLE CO.

BY W. R. Grasle Jr.
W. R. Grasle, Jr.

CC: 2-6125 Contract

FORM NO. 101

8711

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
L. E. George
SAIF
Fran

Jim Wilson, Signal Engr.
City of Portland
420 S.W. Main St.
Portland, OR 97204

May 19, 1978

W. R. Grasle Co.
437 N.W. 16th Ave.
Portland, OR 97209

Gentlemen:

The Oregon Transportation Commission on May 4 accepted your proposal for traffic signal installation on the S.W. Pine Street-S.W. Madison Street (Portland) Section in Multnomah County for the sum of $669,660 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Portland and the Federal Highway Administration and when the sum of $50,200 is deposited by the City.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8711.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 1, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

9341 - 9318 - 9329

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Attention of Mr. John Lang
Highway Coordinator

Request No. (assigned by staff engineer or head of section) CC 1874

Date

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction    Advance Deposit $50,200.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $7,500.00 | |
| | | To be transferred to State Highway Funds for construction of the S.W. Pine Street-S.W. Madison Street Project.<br>Covered by Agreement No. 5921 | | $42,700.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $50,200.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
326-1003-295

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
for G. Wimer
Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

May 1, 1978

City of Portland
400 SW 6th Ave.
Portland, OR 97204

Attn: John Lang
Highway Coordinator

Gentlemen:

On April 27, 1978, the lowest of 3 bidders on the S.W. Pine St.-S.W. Madison St. (Portland) Section was W. R. Grazle Co., P. O. Box 4123, Portland, Oregon 97208, which bid is approximately 12% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the City does decide to proceed with the project the following advance deposit is required from the City prior to awarding the contract:

| | |
|---|---|
| Bid Items | $669,660.00 |
| Signal Controller Testing (Engineering) | $ 16,800.00 |
| 4½% Contingencies | $ 30,890.70 |
| Estimated Total Cost | $717,350.70 |

City's Advance Deposit:
7% of 717,350.70 = 50,214.55 or say $50,200.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 19, 1978.

Please make your check for $50,200.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434-Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

FH:dmc
cc: Jon Rose
CRAG
bc: w/Att: Verne Skoog-Upon receipt of City's check, notify
Virgil Boyd at 378-6563.

H Bf

8711

9

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Manager
Office of Project Management
Attention: G. W. Wimer, Manager
Local Goverment Section

DATE: May 1, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Installations
S.W. Pine Street-S.W. Madison Street (Portland)
City Streets
Multnomah County

NOTED
S. HUNTER

On Friday, April 28, and again today, May 1, this office held several discussions with the City of Portland Bureau of Traffic Engineering (Dick Speer) concerning the S.W. Pine Street-S.W. Madison Street signal project.

Notwithstanding the fact that the low bid was some 15 percent over the estimate, the City desires to proceed with the award of the contract. In the interest of public safety, they wish to have the traffic signal project completed at the earliest possible time and to avoid any future delays. It is also their opinion that any future bid may well be higher than the current low bid. The City has reason to believe that the contractor may not submit a claim for additional work.

The City is completely aware of all the possibilities including that of a claim being submitted by the contractor and further that the claim may not be participating. Based on the City's desire to proceed with the work, it is recommended that the low bid be accepted.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

LEG:ds

cc: E. S. Hunter
C. T. Keasey
D. E. Bergstrom

RECEIVED
TECHNICAL SERVICES
MAY 1 '78
REFER TO
FOR
Info | Invest | R/D | S/R | Sign | Act | File

81-125-1387

8711 3-1-78 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-000C(4)

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71430

**TO:**

Mr. F. B. Klaboe
Chief of Operations,ODOT
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>3-15-78 | DATE AUTHORIZATION EFFECTIVE<br>3-15-78 | FEDERAL ROUTE NUMBER<br>FAU 9341,9318 & 9319<br>STATE ROUTE NUMBER<br>City Streets |

GENERAL LOCATION:

"SW. Pine Street to SW. Madison Street (Portland) City Streets"

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 3-9-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $657,687, Federal funds $564,295.

A signed copy of the Title Sheet is returned herewith.

**NOTED**
**F. B. KLABOE**

[illegible]

| | | |
|---|---|---|
| DATE<br>3-15-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9341, 9318, 9324

Section ~~4th Broadway & 10th Aves~~ S.W. Pine St. - S.W. Madison St (Portland) Progr[illegible]ing Estimate $ 677,000

Highway City Streets Project Length —

County Multnomah Completion Time 280 calendar days

Kind of Work Traffic Signals (28)

Prefix 326-1932 FA Project No. M-000C (4)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 579,460.00<br>~~551,460.00~~ |
| **Anticipated Additional Items:** | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Install Water Meter | | $ 16,800.00<br>~~0~~ |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | ~~800.00~~ | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 16,800 | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| | | |
| | 596,260.00 | $ ~~551,460.00~~ |
| Contingencies (4-1/2%) | 26,831.70 | ~~24,815.70~~ |
| Engineering ( 09 %) | 53,663.40 | ~~49,631.40~~ |
| SUBTOTAL | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | 676,755.10 | ~~$625,907.10~~ |

APPROVED

Road Design Engineer

Rev. 28 Feb 78

CC to Jon Rose
2-28-78 (H)

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section S.W. Pine St - S.W. [illegible] St (Portland) ~~4th, Broadway & 10th Aves~~

County Multnomah

Kind Of Work Traffic Signals ~~(28)~~ installation

Length –

Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | 28,000.00 |
| 2 | Temporary Signs | | Sq. Ft. | 680 | 6.50 | 4,420.00 |
| 3 | Flagmen | | Hour | 1,120 | 17.00 | 19,040.00 |
| 4 | Traffic Signal Installation, Complete | | Lump Sum | All | Lump Sum | 500,000.00 |
| 5 | Drawings | | Lump Sum | All | Lump Sum | 28,000.0 |
| | Total | | | | | 579,460.<br>~~551,460.00~~ |

STATE OF OREG

INTERO CE MEMO

FAU 9341
9318
9329

TO: GERALD WIMER
Local Government Programs Engineer

DATE: October 18, 1977

FROM: JON ROSE Jon Rose
Federal Aid Coordinator

SUBJECT: CITY RECOMMENDATION
FAUS PROJECT
SIGNAL REPLACEMENT (THREE STREETS)
CITY OF PORTLAND
326-1932

Here is the letter from the City of Portland indicating that it has reviewed our cost estimate for the FAUS signal replacement project (three streets) and has now recommended that we advertise the project for bids. The original request estimated the project to cost approximately $400,000 and our estimate places the cost at approximately $600,000. The letter indicates that the City is prepared to accept bids with the knowledge that the cost may be substantially greater than originally anticipated.

ls

attachment

cc: Region 1 w/attachment

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE [✓ ☐] FAE ☐ OPE ☐
OCT 20 1977
File: PM FA
LG OP
TAA Zehner

cc Hal Versteeg w/attach
SENT 10-21-77
2

81-125-1387

THE CITY OF
**PORTLAND**
**OREGON**

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

October 13, 1977

Jon Rose, Federal Aid Engineer
Department of Transportation
Metropolitan Section
5821 NE Glisan
Portland, Oregon 97213

Dear Jon:

Your letter of October 7, 1977 requests authorization from the City of Portland to advertise for bids for the FAUS "Signal Replacement Project (3 Streets)". We recognize that the current engineer's estimate is well over the preliminary estimate, but believe that the project is justified at the higher cost. Therefore, we recommend that the State advertise for contract.

Sincerely,

John M Lang

JOHN M. LANG, CHIEF
Bureau of Street and Structural Engineering

STR:mmc

cc: Don Bergstrom
Jim Wilson

MA PDM PDE TSE SPC
ODOT - METRO
OCT 14 1977
AM PPS FILE.T/A

OREGON STATE HIGHWAY DI[illegible]ION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

10-4-77

Subject: Federal Aid Project No. M 000 C (4)
Project Name Traffic Signal Replacement-C.B.D. 3 Str. 4th Ave.
(FAU 9341) Broadway (FAU 9318) 10th (FAU 9329)

726

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 4th day of October, 1977

City of Portland

Cowles Mallory
City Engineer

Certified By:
Regional Right-of-Way Supervisor
Date Oct. 11, 1977

cc Swan
Keasey
Chidsey

done
10-18-77
(H)

NOTED
F. C. LOWE

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9341

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-000C (4)
Project Name S. W. Pine to S. W. Madison (Portland)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 28 day of September, 1977

City of Portland

City Traffic Engineer

Certified By:

Regional Right-of-Way Supervisor
Date Sept. 28, 1977

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Section 4th Broadway & 10th Aves
Programming Estimate $ 626,000
Highway City Streets
Project Length —
County Multnomah
Completion Time 280 calendar days
Kind of Work Traffic Signals (28)
Prefix 326-1922
FA Project No. M-000C (4)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 551,460 00

Anticipated Additional Items:
Royalty Payment
Building Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Temporary Pavement Striping
Remove Pavement Striping (Exist. & Temp.)
Temporary Erosion Control
State Furnished
Install Water Meter
Furnish Water
Laboratory Fees
On the Job Trainees
State Responsibility for Damages
Signal Controller Testing
Bikeway Signs
Furnish Mail Box Posts
Adjust Utilities
Misc. Permit Fees

$ 0

$551,460 00
Contingencies (4-1/2%) 24,815 70
Engineering ( 09 %) 49,631 40
SUBTOTAL $
Credit for
Estimated Net Authorization, Construction $625,907 10

APPROVED

Road Design Engineer

City OK'd

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section 4th, Broadway & 10th Aves

County Multnomah

Kind Of Work Traffic Signals (28)

Length —

Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Temporary Protection and Direction of Traffic |  | Lump Sum | All | Lump Sum | 28,000.00 |
| 2 | Temporary Signs |  | Sq. Ft. | 680 | 6.50 | 4,420.00 |
| 3 | Flagmen |  | Hour | 1,120 | 17.00 | 19,040.00 |
| 4 | Traffic Signal Installation, Complete |  | Lump Sum | All | Lump Sum | 500,000.00 |
|  | Total |  |  |  |  | 551,460.00 |

June 23, 1977

City of Portland
City Hall
Portland, OR 97204

10th,
Broadway
& 4th

Attention: Mr. George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5921

Gentlemen:

Attached for your files are two fully executed copies of an agreement concerning traffic signal replacement-C.B.D.-Three Streets (Portland).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachments

bc: Don Harwell (agreement attached)

8711

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-10-77

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-000C(4)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71430

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-10-77

FEDERAL ROUTE NUMBER FAU 9341, 9318 & 9329

STATE ROUTE NUMBER City streets

GENERAL LOCATION:

"4th, Broadway and 10th Avenues (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including Utility Preparatory work at TEC not to exceed $45,000 - F.F. $38,610.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 5-1-77 letter, I concur that the above project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

Also, as requested, you are authorized to proceed with the work as shown above.

DATE 5-10-77

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

77-29

STATE OF OREGO

INTEROF E MEMO

TO: GEORGE HOPKINS
Local Government Program Engineer

DATE: May 6, 1977

FROM: ROBERT T. EWEN
Metro Location Engineer

SUBJECT: Authority for Survey
FAUS Project
Signal Replacement - 3 Streets
City of Portland

Attached is an Authority for Survey to cover preparation of contract documents and monitoring work on the subject signal replacement project in the city of Portland. This project was requested by the City in August of 1976. It appears on the TIP as project No. 9 and has been determined to be a Category 3 non-major project.

By a letter dated March 9, 1977, the City requested that this project be handled as a "turn-key" project and an agreement based on that concept was sent to the City for signature yesterday. Please forward this Authority for Survey through the Location Section so that the project may proceed following Federal approval.

JR/ldo

Attachment

5-20-77
Authority for Survey ($7,000)
to Terpin. ✓

PROJECT RESPONSIBILITY (AGENCY) City of Portland

PROJECT LIMITS N/A

PROJECT LENGTH N/A

PROJECT DESCRIPTION This project is to replace 34 signalized intersections yearly for the next four years that have been in continuous service for over 25 years. The Fifth year will replace 25 intersections.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN:

LONG RANGE ELEMENT ___ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

| | FY 77*** | FY 78 | FY 79 | FY 80 | FY 81 | TOTAL |
|---|---|---|---|---|---|---|
| TOTAL $ | 457 | 457 | 457 | 457 | 336 | 2,164 |
| FEDERAL $ | 357 | 357 | 357 | 357 | 262 | 1,690 |
| STATE $ | 50 | 50 | 50 | 50 | 37 | 237 |
| LOCAL $ | 50 | 50 | 50 | 50 | 37 | 237 |

***Previously programmed in FY 77 Annual Element; now rescheduled to FY 76 Annual Element to accommodate extension of FY 76 (5 quarters) to 9/30/76; if not obligated thereby, project and funds incorporated in FY 77 element by reference.

LOCATION MAP:

VARIOUS LOCATIONS

MAP # 9

IBILITY (AGENCY) City of Portland

N/A

N/A

TION This project is to replace 34 signalized
arly for the next four years that have been in
ce for over 25 years. The Fifth year will
rsections.

ADOPTED TRANSPORTATION PLAN:
LEMENT ____ TSM ELEMENT X

FISCAL YEAR ($000)

| | FY 78 | FY 79 | FY 80 | FY 81 | TOTAL |
|---|---|---|---|---|---|
| | 457 | 457 | 457 | 336 | 2,164 |
| | 357 | 357 | 357 | 262 | 1,690 |
| | 50 | 50 | 50 | 37 | 237 |
| | 50 | 50 | 50 | 37 | 237 |

grammed in FY 77 Annual Element; now rescheduled to FY
ent to accommodate extension of FY 76 (5 quarters) to
t obligated thereby, project and funds incorporated in
y reference.

VARIOUS LOCATIONS

PROJECT NAME: Traffic Signal Replacement

I.D. # Various FAUS

APPLICANT AGENCY City of Portland

**PROJECT INFORMATION FORM**
**TIP - FY77 ANNUAL ELEMENT**
**PORTLAND-VANCOUVER**
**METROPOLITAN AREA**

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

| | |
|---|---|
| *PRELIMINARY ENGRG* | - |
| *CONSTRUCTION* | - |
| *RIGHT OF WAY* | - |
| *TRAFFIC CONTROL* | $457,000 |
| *ILLUMIN, SIGNS, LANDSCAPING, ETC* | - |
| *STRUCTURES* | - |
| *RAILROAD CROSSINGS* | - |
| | |
| (-) *TOTAL* | $457,000 |

**SOURCE OF FUNDS (%)**

| | |
|---|---|
| **FEDERAL** | |
| *FAUS (PORTLAND)* | 78 |
| *FAUS (OREGON REGION)* | |
| *FAUS (WASH REGION)* | |
| *UMTA CAPITAL* | |
| *UMTA OPRTG* | |
| *INTERSTATE* | |
| *FED AID PRIMARY* | |
| *INTERSTATE SUBSTITUTION* | |
| | |
| **NON-FEDERAL** | |
| *STATE* | 11 |
| *LOCAL* | 11 |
| | |

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISIO

# AUTHORITY FOR SURVEY

Section 4th, Broadway and 10th Avenues (Portland)

Highway Portland City Streets

County Multnomah

Date May 4, 1977

Authorization No. 1

Survey Prefix 326-1932 (Assigned by Salem office)

Description of termini, route, length, etc.:

Ten intersections along S.W. 4th Avenue
Ten intersections along S.W. Broadway
Eight intersections along S.W. 10th Avenue
FAU 9341, 9318 & 9329

Purpose of survey:

Prepare contract documents for Federal approval. Monitor city consultant/contractor during preliminary engineering work.

Estimate of cost:

Monitor as required under "turn-key" concept.

M-000C(4)
5/10/77

Cra, TIP, Page 33

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 500 |
| Citizen Participation | (902) | |
| City or County | (903) | 3,500 |
| Consultant | (904) | |
| Final Design | (905) | 500 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | 1,000 |
| Landscape | (912) | |
| Liaison | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 1,000 |
| Environmental | (923) | 500 |
| Planning | (924) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

| | |
|---|---|
| Total estimated cost of survey | $ 7,000 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

R. N. Bothman, Ass't. State Highway Engineer

SP*23604-734

Recommended for Approval:

Location Engineer

Approved:

Deputy ~~XXXXX~~ State Highway Engineer

OFFICE ENGINEERING SECTION
P. E. APPR. 5-10-77
FED. AID FAUS STATE

NOTED
OR C. HOLMES

N Rp

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

May 1, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 71430
Project No. M-000C(4)
4th, Broadway & 10th Ave's. (Portland) Section
Multnomah County

Attached is support data for the subject project.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $45,000 with an obligation of $38,610 in federal funds.

JLG:eb
Attachments

cc: R. N. Bothman (Metro)
Walt Hart (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AI
(P

May 4, 1977

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>21 City Sts., CBD Portland 65 | **ADT** | PRESENT<br>N/A | FUTURE<br>(68) N/A (70) |

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>28 PE & Traffic Signals 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL.<br>(74) |

|  |  |  |  |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Mu |  |
|  | NAME OF URBAN AREA<br>17-31 Portland | ROUTE NO. U | FEDERA<br>Vario |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | WORK STEP | TERMINI *(Full description)* | MILES | ESTIMATED PROJEC<br>TOTAL ESTIMATED COST | FEDERAL FUND |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (15 | 41 | 42 | 43 46 | 53 |  | (54) (58) | (59) (66) | (67) |
| 5 |  |  |  |  | **PE** |  |  | 0.00 | 45,000 | 38,610 |
| 5 |  |  |  |  | **ROW** |  |  |  |  |  |
| 5 |  |  |  |  | **CONST**<br>(CODE)<br>TOPICS<br>Y031 |  | "4th, Broadway & 10th Ave's (Portland) Sec." | 0.00 | 364,500 | 312,740 |
| CARD 1 | CODE 1 | PREPARED BY J. G. |  |  |  |  | PROJECT TOTALS | 0.00 | 409,500 | 351,350 |
| 1 | 14 | PROGRAM APPROVAL DATES 10-27-76 |  |  |  |  |  |  | (16) (23) | (24) |

* FAU 9341 --- 4th Ave.
9318 --- Broadway
9329 --- 10th Ave.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

, 1977

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **ADT** | PRESENT<br>N/A | FUTURE<br>N/A | YEAR | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>W36 | ITEM NO.<br>71430 |

SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER — PREFIX LETTER (S): M - | NUMBER: 000C | SEQ. NO.: (4)

I. Projects Only — POST MI. | DESIG.

COUNTY NAME: Multnomah | CODE: 051

ROUTE NO.: U | FEDERAL-AID: Various* | STATE: City Sts. | U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|
| 0.00 | 45,000 | 38,610 | 3,195 | 3,195 (city) | Utility adj. req. incl. prep. work. |
| | | | | | |
| 0.00 | 364,500 | 312,740 | 25,880 | 25,880 (city) | ROW 100';<br>Access control-partial;<br>Parking restrictions-partial. |
| 0.00 | 409,500 | 351,350 | 29,075 | 29,075 (city) | |

REMARKS

* FAU 9341 --- 4th Ave.
9318 --- Broadway
9329 --- 10th Ave.

4TH Broadway & 10TH Ave's (Portland) Section
Project No. M-000C(4)

Remarks - Continued

Existing Facility: Traffic control at the 28 intersections are single dial, computer controlled, span wire suspension.
SW 4th Ave. (10 intersections) from Main thru Pine.
SW Broadway (10 intersections) from Madision thru Oak.
SW 10th Ave. (8 intersections) from Main thru Stark.

Adjacent Sections: 50' curbed section with 3 traffic lanes and parking on both sides. 15' sidewalks on both sides.

Project Data: The work consists of the following:

1. Preliminary engineering including utility preparatory work.

2. Replace all traffic control signal equipment at 28 intersections, previously listed, for conformity with the MUTCD and incidental work common to this type of project including required adjustment of utilities.

Unusual Circumstances: It is intended that the design and construction will be accomplished by the contractor with monitoring and review by State and City forces.

Right-of-Way: No additional required.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-2 (IM 50-1-70) Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

---

FHPM 7-7-5 Requ

(a) Public

(b) Locati

Note: (1) The
(2) The
1977

ntersections are single
span wire suspension.
ons) from Main thru Pine.
ons) from Madision thru Oak.
ons) from Main thru Stark.

raffic lanes and parking
lks on both sides.

ollowing:

g including utility prep-

ntrol signal equipment at 28
listed, for conformity with
ork common to this type of
adjustment of utilities.

e design and construction
y the contractor with
by State and City forces.

Historical and Recreational

from State Clearinghouse and
t 2 Clearinghouse A-95 review
orking agreements.

ect as set forth in paragraph

FHPM 7-7-5 Requirements:

(a) Public Hearings --- Not required under Oregon Action Plan.

(b) Location/Design --- Not a factor in the development of the project.

Note: (1) The project is in Congressional District No. 1.
(2) The project is included in the approved CRAG FY 1977 TIP annual element.

9341 - 9318
9329

April 22, 1977

Mr. D. E. Swan
Federal Aid Engineer

for Robert H. Prange
Local Projects Manager

Traffic Signal Replacement Project
Portland C.B.D.-Three Streets

The City of Portland has requested that this project be undertaken as a "turn-key" project whereby the design and construction would be accomplished by the contractor.

A breakdown of the anticipated costs follow:

Advance preliminary engineering (to prepare contract documents)

| | |
|---|---|
| City | $ 3,500 |
| State | $ 3,500 |

Contract Work:

| | |
|---|---|
| Preliminary Engineering and Design | $ 38,000 |
| Construction | $355,000 |

Construction Engineering:

| | |
|---|---|
| City | $ 9,000 |
| State | $ 500 |
| Total | $409,500 |

Please submit the necessary programming for FHWA approval of this project.

RHP/GEZ:sch

cc: L. E. George
Art Brummitt
Jim McClure
Dave Willhite
Ben Gifford

NOTED
MAINOR C. HOLMES

FAUS

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

HIGHWAY BUILDING, SALEM, OREGON 97310

April 11, 1977

TO: L. W. Rulien
Program Management Engineer

Attn: G. N. Hopkins
Local Government Programs Engineer

SUBJECT: Draft Agreement
C.B.D. Traffic Signal Replacement
by "Turn-Key" Process
City of Portland

We have reviewed the draft agreement for the subject project sent to you by James McClure and have the following suggestions.

I suggest that paragraph 3, "THINGS TO BE DONE BY STATE", be rewritten as follows:

> "The State shall review and process any environmental impact statements that may be required. The State shall review and approve all plans, specifications and estimates submitted by the City. The State shall prepare all contract documents, advertise for bids and award all engineering and construction turn-key contracts. The State shall review and approve all final design performed by the contractor prior to commencement of any installation work. During the development and prosecution of the project, State shall provide liaison and intermittent inspection services."

I also suggest that a new paragraph be put under "THINGS TO BE DONE BY CITY" which will read as follows:

> "City shall review and approve all final design performed by the contractor and will submit the design to State for review and approval prior to commencement of any installation work."

The two changes recommended above will give the State opportunity to review the contractor's design plans prior to installation. This is in accordance with the discussions we have had on this matter.

Very truly yours,

L E George

L. E. George
Traffic Engineer

RDT:rw
cc: James McClure
D. E. Bergstrom

PROJECT MANAGEMENT

APR 12 '77

REFER TO: Gary

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | X | | | |

DONE
2

NOTED
[illegible]NOR C. H[illegible]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FAUS

**STATE OF OREGON**

**INTEROFFICE MEMO**

PROJECT MANAGEMENT

APR 6 '77

REFER TO:

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

**DATE:** April 4, 1977

**TO:** L. W. RULIEN
Project Management Engineer

**FROM:** JAMES D. McCLURE
Project Development Engineer

**SUBJECT:** Draft Agreement
C.B.D. Traffic Signal Replacement
by "Turn-Key" Process
City of Portland

Attached is a draft city/state agreement for the replacement and modernization of 28 traffic signals in the Portland C.B.D. with FAUS funding, along with D. E. Bergstrom's March 9 letter concurring in the draft agreement.

In reviewing the agreement, I have made some minor changes in the draft which should clarify the "turn-key" process, since this is a new concept in contracting. The following is my understanding of the "turn-key" process:

1. City to perform preliminary "sketch" planning or engineering which includes: Locations of signals, establish required signal capabilities (phases), typical sections and cost estimates. Develop equipment and installation specifications.
2. State to process draft environmental statement furnished by the city and program project with FHWA.
3. State to prepare and award contract for preliminary engineering and construction based on the city's sketch planning requirements in conformance with the appropriate standards and specifications.
4. City to provide inspection of preliminary engineering, installation of equipment and construction.
5. State to monitor work for compliance.

Based on this concept for clarification purposes, these suggestions to the draft agreement are offered: Add the term "turn-key" to paragraph 3 of page 2; include state's monitor work in paragraph 4 of page 2; add word "sketch" to clarify type of preliminary engineering to paragraph 1 of page 2 and modify paragraph 2 to reflect "turn-key" concept. Paragraphs 3 through 11 and the general provisions appear appropriate.

Please prepare the draft agreement in a final form for submittal to the city council through Mr. Bergstrom. Please advise of additional information required for processing the project through the Federal Highway Administration programming. Possibly at this stage, only concurrence in the "turn-key" concept is needed, as requested in Mr. Bergstrom's letter.

JDM/ldo
Attachment
cc: L.E. George w/attachment
Frank Terpin J.H. Versteeg Walt Hart

cc: D.E. SWAN

81-128-1387

Project Various Signal Locations.

Agency City of Portland Date

Type of Project Signalization incld. P.E. & Const.

The agreement on this project should provide for the following responsibilities where applicable:

| | State | Applicant | Contractor ~~Consultant~~ |
|---|---|---|---|
| Field Survey | ☐ | ☐ | ☒ |
| Soils Investigation | ☐ | ☐ | ☒ |
| Base Design | ☐ | ☐ | ☒ |
| Bridge Design | ☐ | ☐ N/A | ☐ |
| Signal Design | ☐ | ☐ | ☒ |
| Final Design and Specs | ☒ | ☐ | ~~☒~~ |
| Acquire R/W | ☐ | ☐ N/A | ☐ |
| Relocate Utilities | ☐ | ☐ | ☒ |
| Construction Engineering | ☐ | ☐ | ☒ |
| Environmental Statements | ☐ | ☐ | ☒ |

---

| | State | Applicant | Contractor |
|---|---|---|---|
| Maintenance During Construction | ☐ | ☐ | ☒ |
| Maintenance After Completion - Roadway | ☐ | ☒ | |
| Maintenance After Completion - Signals | ☐ | ☒ | |
| Power Consumption - Signals | ☐ | ☒ | |
| Power Consumption - Lighting | ☐ | ☒ | |
| Pay for Irrigation Water | ☐ N/A | ☐ | |

---

Construction will be by Contract ☐ State Forces ☐ Contractor ~~Local Forces~~ ☒

Advance Deposit for PE Required Yes ☒ No ☐

State will Advertise, Let and Award All Contracts Yes

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance yes

2/77

Rose

#77-26

THE CITY OF
PORTLAND
1851
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

ME PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 15 1977
OR [✓ FILE] T/A

March 9, 1977

Robert N. Bothman
Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Jon Rose, Federal Aid Engineer

The City has previously submitted an application for replacement and modernization of 28 traffic signal installations in the Portland Central Business District.

The purpose of this letter is to indicate that the City desires to proceed on this FAU project using a turn-key process. We have discussed the turn-key process with L. E. George, State Traffic Engineer and George Hockinson, who we understand also discussed this with the Federal Highway Administration personnel in Salem.

Attached is a copy of a draft agreement which would authorize this project under the turn-key process.

Would you please make the necessary arrangements to have this agreement put into final form and then sent back to me so that I can submit it to the City Council for their approval.

Would you also notify the Federal Highway Administration officially that the City wishes to proceed on this project using the turn-key process.

D E Bergstrom

D. E. Bergstrom
City Traffic Engineer

DEB:jjp

cc: D.E. SWAN

12-21-76
H

Describe work ——— P.S.&E.
Bid for Design & Const
Award Bid
Plans, catalog cuts, etc.

Signals to be in TIP?

Liability from Design?

Utilities & Conflicts - how handled?

R/W & Utility certification req'd.

Early P.E. is eligible if requested.

State will do const engr!

Include in PS&E estimate the cost of all striping!

1-11-77 3 p.m. Don Bergstra

SIGNAL PROJECTS IN 77 ANNUAL ELEMENT HAVE BEEN FUNDED. FUNDING OF OTHER SIGNAL PROJECTS WILL REQUIRE ADDENDUM TO ANNUAL ELEMENT OF TIP

㉘

Project size 10- 20 etc
Const engr. - State

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
[redacted]

December 13, 1976

L. W. Rulien
Program Management Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Larry:

Thanks for your letter of November 30 responding to the question of whether the turn-key approach could be used for installation of traffic signals in the City of Portland under a Federal Aid Program.

The two points of concern that you mentioned, which were warranty and basis of award, are no problems and our specifications can be easily changed to meet Federal rules on warranty and acceptance of low bid is fine with the City of Portland.

I talked with Bud George today about a process that we might use for this turn-key approach, which I will outline as follows:

1. City makes application for FAU Funding and submits to State after being approved by CRAG.
2. State prepares City-State Agreement outlining things to be done by both parties and authorizing expenditures.
3. Agreement is signed by City and by State.
4. The City prepares specifications and bid proposal and submits to State for approval.
5. After approval by State, City bids project.
6. City and State approve bid.

Send Copy to L.E. George
12/15/76

PROJECT MANAGEMENT
DEC 15 '76
REFER TO:
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

7. City sends deposit to State.

8. Contractor completes design of signals and submits for approval by City and State.

9. After approval by City and State, signals are installed, inspection process to be determined by City and State.

10. Partial and final payments will be made by State after prior approval of the City.

One part of the process is not covered in the above and that deals with the Federal involvement, both approval and inspections. I'm not up on what is necessary and, therefore, would hope that you could work this out.

Bud felt that this process had some possibilities. I would hope that you could take a look at it and then contact me and we could discuss your findings.

Thanks.

Sincerely,

D. E. Bergstrom
City Traffic Engineer

DEB:jjp

9341

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: INT 5

Portland, OR 97213
December 2, 1976

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

TO: L. W. RULIEN
Project Management Engineer

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

PROJECT MANAGEMENT

DEC - 3 '76

REFER TO: Prange

FOR

| Info | Investigate | R/D | Action | File | | |
|---|---|---|---|---|---|---|
| | | | ✓ | | | |

Cy: Laux
Hacek

_____Hopkins_____
_____Harwell_____
_____Holmes_____ ✓
_____Prange_____ R
_____Unrein_____
_____ A
___________
___________

RECEIVED

DEC 6 - 1976

COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

✓

Portland
Tentative Procedure
on FAUS project
9914

November 30, 1976

Mr. D. E. Bergstrom
City Traffic Engineer
Bureau of Traffic Engineering
City of Portland
420 S. W. Main Street
Portland, Oregon 97204

Dear Don:

Thank you for your letter of November 24 and the copy of special provisions applicable to the 18 signal locations in the City of Portland.

You ask that we review the set of special provisions and supplemental standard specifications for possible use on a Federal Aid Urban System project. We have completed the review and believe that your concept of a "turn-key" project is adaptable to federal aid programs; however, there are some requirements in the specification which we reviewed that conflict with both state policy and federal regulations.

The main points of concern to us are included in Section D:

(a) Warranty, page 1, paragraph 7a.

There is a fine line between warranty of a product and maintenance of that same product. Federal rules will not allow participation in maintenance costs. As a result we have concluded that the testing requirements for signal equipment, specifically controllers, satisfy the need for warranty of a product.

(b) Basis of Award, page 2, paragraph 10.

Our legal advisers say that we must accept the low bid on a project without qualification. Such judgmental factors as discounts, proposed time of completion, warranties, and experience and ability of a bidder cannot be considered as the basis of award.

☐ ☐ ☐ ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

12-1-76
CPM
Hewell
sent to Berg.

Matters such as those mentioned above can surely be resolved through preliminary discussion.

We would be very glad to cooperate with you in the development of a procedure that will meet your needs and is consistent with the regulations within which we must operate.

Very truly yours,

ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Program Management Engineer

LWR/GNH:sch

bc: R. N. Bothman
W. J. Hart
L. E. George
J. H. Versteeg
D. N. Harwell
Jim McClure
Klaboe
Coulter

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
[redacted]

November 24, 1976

L. W. Rulien, Project Manager
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

As we discussed on the phone, attached is a copy of the specifications that we used for the turn-key signal project.

I would appreciate it if you would review these. I will call you back on December 1 in order to determine whether you feel the State Highway Division would have any problem if the City wanted to do an additional project on a turn-key basis using FAU funds.

As I mentioned, I have discussed this with Christianson of the Federal Highway Administration and he felt there would not be a problem. As a matter of fact, he indicated that he thought that the Federal Highway Administration would want to do this - at least on a demonstration basis, since they have a new program called Value Engineering and this would appear to fit that concept.

Don
jp

D. E. Bergstrom
City Traffic Engineer

DEB:jjp

PROJECT MANAGEMENT
NOV 29 '76
REFER TO:
FOR
Info Investigate R.D. Action File Other

Hopkins says O.K.
Sanborn says O.K.

H

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: November 10, 1976

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENTS (Statewide)
FAU Signal Projects
1. C. B. D. Signal System Expansion
2. S.W. Macadam Avenue
3. N.E. Broadway & 9th Avenue
4. Burnside & 23rd and 1st & Arthur
5. Signals on N.E. Fremont, S.E. Foster
N.E. & S.E. 39th Avenue
6. C. B. D.-3 Streets
7. S.W. Barbur Blvd. & Miles St.
CITY OF PORTLAND

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

APPROVED
E S Hunter
DEPUTY STATE HIGHWAY ENGINEER
Date 11-12-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 1 : W. J. Hart
District 2b : J. D. McClure
Region 1 Geologist: Dan Gano
Metro Office

RECEIVED
STATE HWY ENGR
NOV 12 '76
REFER TO
FOR

81-125-1367

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 18, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon FAU Projects M-000C(-)
City of Portland

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, ORegon

I concur in the non-major classification as requested by Mr. Rulien's October 5, 1976 memorandum. This classification applies to the following projects:

1. C.B.D. Signal System Expansion
2. S. W. Macadam Avenue Signals
3. N.E. Broadway & 9th Ave. Signal
4. Burnside & 23rd, 1st & Arthur Signals
5. N.E. Fremont, S.E. Foster, N.E. & S.E. 39th Signals
6. C.B.D. 3 streets, Signals
7. S.W. Barbur Blvd. & Miles Street Signals

Methods and details of project development will be reviewed on individual projects as they proceed.

for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 22 '76
REFER TO
Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

cy Potter
Bothman
10-22-76

8711

8

# OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

AGENDA
SEP 28 1976

1,

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM: ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the September 28 meeting will be ten requests for approval of Urban System projects.

Nine of the project requests were received from the City of Portland and one from Washington County. The projects are described as follows:

The Hollywood District Transportation Study, estimated to cost $15,000, to develop a solution to traffic congestion and related air, noise and safety problems.

The Macadam Avenue Corridor Study, estimated to cost $15,000, to produce a listing of projects that can be funded, designed and constructed to provide a significant transportation improvement in that portion of the corridor lying between the Ross Island and Sellwood Bridges.

A project to expand the computer controlled traffic signal system to include 21 intersections in the Central Business District at an estimated cost of $37,500.

A project on Macadam Avenue, estimated to cost $400,000, for the installation of four traffic signals and roadway widening to provide left-turn refuges and pedestrian crossings at Boundary, Pendleton, Nebraska and Virginia Streets.

An estimated $20,000 project to install traffic signals at the intersection of N.E. Broadway and 9th Avenue.

A signal improvement project, estimated to cost $49,500, to replace the existing three-dial operation with fully actuated operation at the intersections of W. Burnside at 23rd Avenue and S.W. 1st Avenue at Arthur Street.

An estimated $42,350 project to interconnect 43 signalized intersections with existing systems at various locations throughout the city.

A traffic signal replacement project, estimated to cost $409,500, to replace all signal equipment at ten intersections on S.W. 4th Avenue.

A project on Barbur Boulevard at 3rd and Miles, estimated to cost $48,000, consisting of complete replacement of existing semi-actuated signals with new equipment including fully actuated control equipment.

Washington County has requested a project, estimated to cost $136,000, to replace an existing 12-ton limit bridge with a modern concrete structure on S.W. 65th Avenue in Tualatin.

Federal Urban System funds for these ten projects is estimated at $1,008,650 with the State providing approximately $82,100 in match funds and an equal amount being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
E. L. Hardt
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell

# SUMMARY

## PROPOSED URBAN SYSTEM PROJECTS

| Jurisdiction | Section | Total Cost | Federal Funds | State's Share |
|---|---|---|---|---|
| City of Portland | Hollywood District Transportation Study | $ 15,000 | $ 12,900 | $ 1,050 |
| " " " | Macadam Avenue Corridor Study<br>FAU 9565 | 15,000 | 12,900 | 1,050 |
| " " " | C.B.D. Signal System Expansion<br>FAU 9355, 9341, 9345, 9318 | 37,500 | 32,250 | 2,625 |
| " " " | Traffic Signals (4 Intersections)<br>Macadam Ave., FAU 9565 | 400,000 | 344,000 | 28,000 |
| " " " | N. E. Broadway at 9th Ave. (Portland)<br>Broadway, FAU 9318 | 20,000 | 17,200 | 1,400 |
| " " " | Signal Improvements<br>W. Burnside at 23rd Ave., FAU 9326<br>S. W. 1st Ave. at Arthur St., FAU 9380 | 49,500 | 42,570 | 3,465 |
| " " " | Interconnect Existing Signals<br>FAU 9914, 9699, 9776, 9308, 9022, 9314 | 42,350 | 36,420 | 2,965 |
| " " " | Traffic Signal Replacement<br>FAU 9341, 9318, 9329 | 409,500 | 352,170 | 28,665 |
| " " " | Barbur Blvd. at 3rd and Miles<br>Barbur Blvd., FAU 9361 | 48,000 | 41,280 | 3,360 |
| Washington County | Bridge Replacement<br>S. W. 65th Ave., FAU 9274 | 136,000 | 116,960 | 9,520 |
| | TOTALS | $1,172,850 | $1,008,650 | $82,100 |

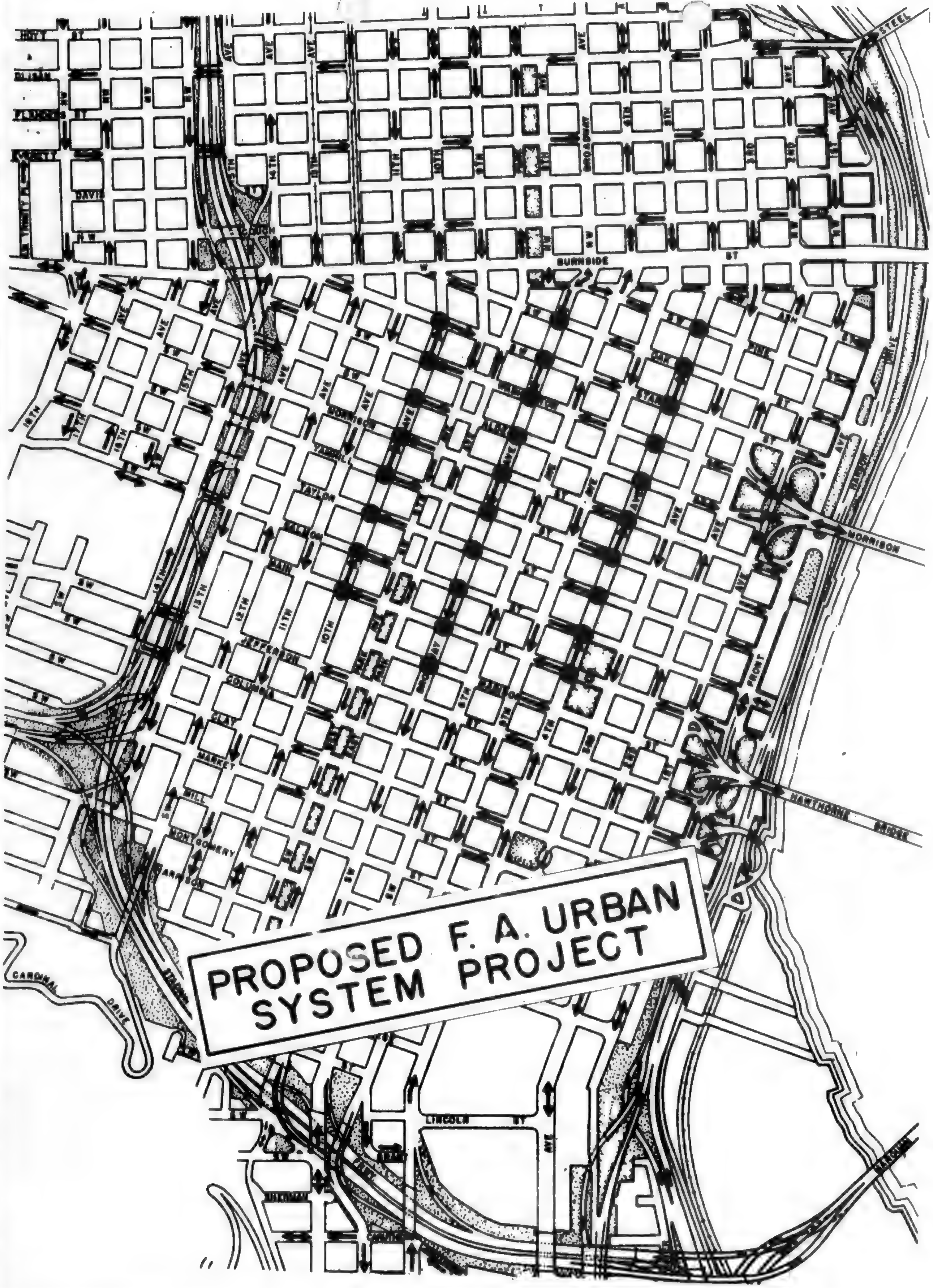
CITY OF PORTLAND
Proposed Urban System Project

Traffic Signal Replacement-C.B.D.-3 Streets
4th Avenue, FAU 9341; Broadway, FAU 9318; 10th Avenue, FAU 9329
$409,500

Replace all signal equipment at 10 intersections on S. W. 4th Avenue, 10 intersections on S. W. Broadway and 8 intersections on S. W. 10th Avenue to increase the reliability and bring the intersections into conformity with MUTCD.

The City intends to have preliminary and construction engineering performed by a consultant.

76-i
9/14/76


PROPOSED F. A. URBAN SYSTEM PROJECT
HOYT ST
GLISAN
FLANDERS ST
EVERETT
DAVIS
NW
COUCH
BURNSIDE ST
BROADWAY
STEEL
MORRISON
YAMHILL
TAYLOR
SALMON
MAIN
JEFFERSON
COLUMBIA
CLAY
MARKET
MILL
MONTGOMERY
HARRISON
12TH
11TH
10TH
FRONT
HARBOR
MORRISON
HAWTHORNE BRIDGE
CARDINAL DRIVE
LINCOLN ST
SHERMAN

8711

8

September 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 1 of the subject program:

Area: C
Item No.: 71430
Project No.: M-000C(-)
F.A. Route No.: FAU Various
Section: 4th Ave., Broadway & 10th Ave. (Portland CBD)
Highway: City Streets
Begin M.P.: N/A
Length: N/A
County: Multnomah
City: Portland
Work: Traffic Signals (Replacements)
Estimated Cost: $409,000
F.A. Cost: $350,920

NOTE:

(1) A-95 review satisfied by State Clearinghouse on 9-8-76 and by District 2 Clearinghouse through inclusion in CRAG TIP FY 77 annual element.

(2) TOPICS type project.

JLG:bb

cc: B. L. Gifford
Max Klotz (Metro)

6/5/75

8711 ⑥

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date Aug. 23, 1976

Applicant Agency City of Portland

Federal Aid System Route No. * Route Name *See below

Project Name Traffic Signal Replacement - CBD - 3 streets.

Project Length 1.5 miles Project Location (Attach sketch map)

Project Description Replace all signal equipment on 10 intersections on S.W 4th Ave., 10 intersections on S.W. Broadway and 8 intersections on S.W. 10th Ave. to increase the reliability and bring the intersections into comformity with MUTCD.

Average Daily Traffic Varies at Design Speed 15 M.P.H.
different intersections between 7000 and 25000 V.P.D.

Complete Applicable Sections:

I. ROADWAY DATA

A. Existing Roadway: (Attach sketch)

Width 50' Travel Lanes 3 Shoulders None
Median None Parking Both sides
Sidewalks 15 ft. Sidewalks on both sides
Other

B. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders
Median Parking
Curbed Length Curb Radii
Sidewalk & Bikeway
Other

FOOTNOTES: No change in roadways proposed

Description of Proposed Roadway Work

RECEIVED
COUNTY & CITY SECTI
SEP - 1 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐
☐ UPE ☐ CE ☐ RE ☐ DPE ☐

*4th Ave. - 9341
Broadway - 9318
10th Ave. - 9229
3

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width ____________ Minimum ____________ Maximum ____________

2. Will Additional Right-of-Way Be Needed? No Explain ____________

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? ____________

4. Will applicant acquire right-of-way and have State review negotiations?
   Yes ______ No ______

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes ______ No ______

7. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
   No If so, explain ____________
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
   If so, explain ____________

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: Single dial, computer controlled, span wire suspension at all intersections.

2. Proposed Signalization:

   Location S.W. 4th Ave. (10 intersections), S.W. Broadway (10 intersections), S.W. 10th Ave. (8 intersections).
   Type 3 dial fixed time, solid state
   Phases Two
   Type of Suspension Mast arm

Interconnected 6 pair computer communication and 10 conductor
Other back up.

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

## IV. ILLUMINATION DATA Not applicable

1. Present Illumination and Location:

2. Proposed Illumination:

Location
Type

## V. STRUCTURE DATA Not applicable

1. Existing Structure:

Location
Type
Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

## VI. RAILROAD DATA

Not applicable

1. Are there any railroad crossings? Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Bur. of Traffic Engineering, Mike Thompson Office
2. Environmental Bur. of Traffic Engineering, Mike Thompson Office
3. Public Hearing Bur. of Traffic Engineering, Mike Thompson Office

REMARKS: ______

## VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections ______

2. Does the applicant desire to perform the project preliminary engineering?
Yes X No ______

Does the applicant desire to perform the project construction engineering?
Yes X No ______

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ |
| Right-of-Way Costs (if participating) | |
| Traffic Control | 354,500 |
| Illumination | |
| Structures | |
| Railroad | |
| Other ______ | |
| Preliminary Engineering | 55,000 |
| PROJECT TOTAL | $ 409,500 |

FOOTNOTES: City intends to have preliminary and construction engineering performed by consultant. Funds for City share are included in 1976-77 Budget. Project is covered by blanket signal replacement in CRAG submittal.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland and/or ______ County

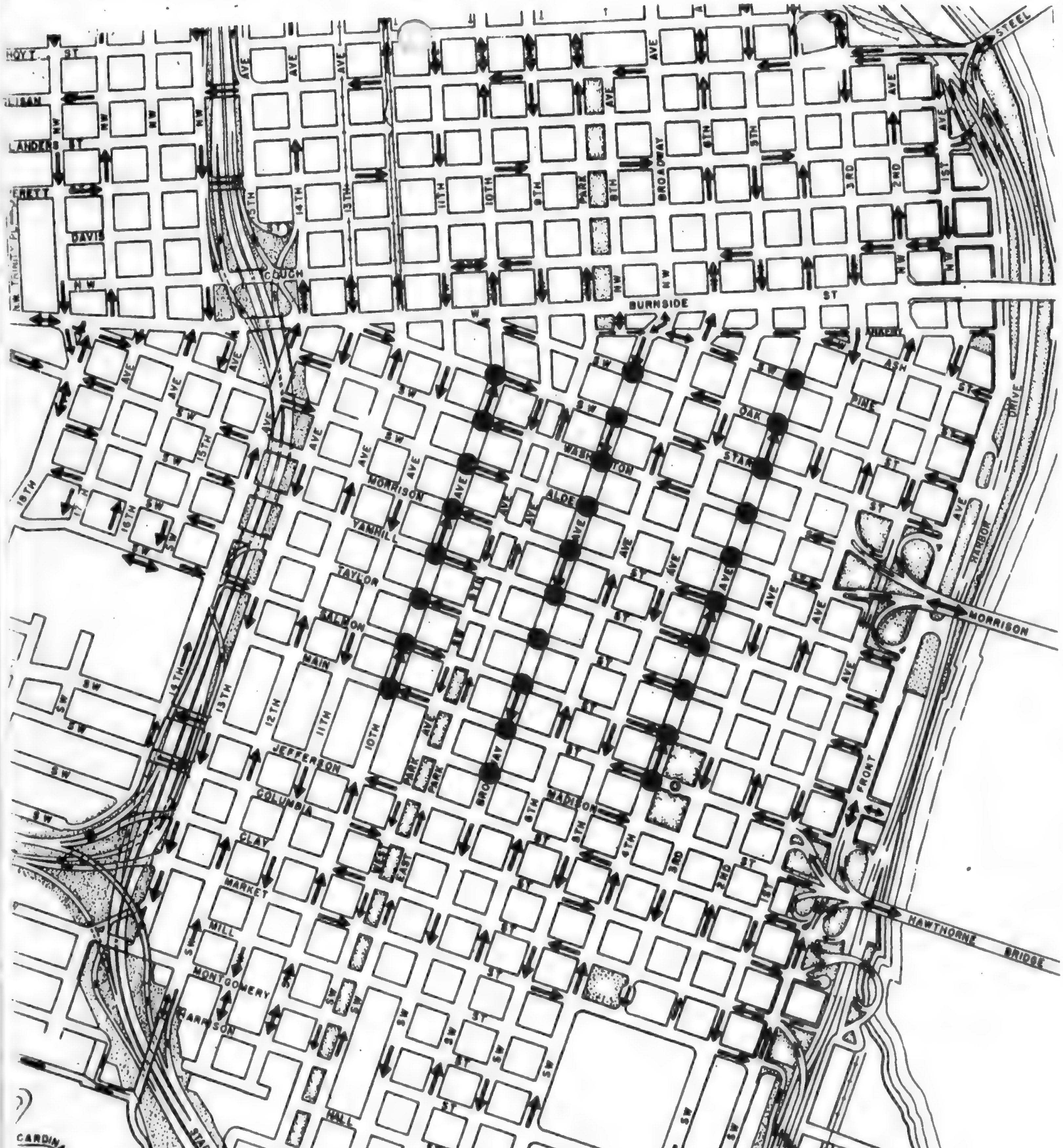
By ______
D.E. Bergstrom, City Traffic Engineer

By ______

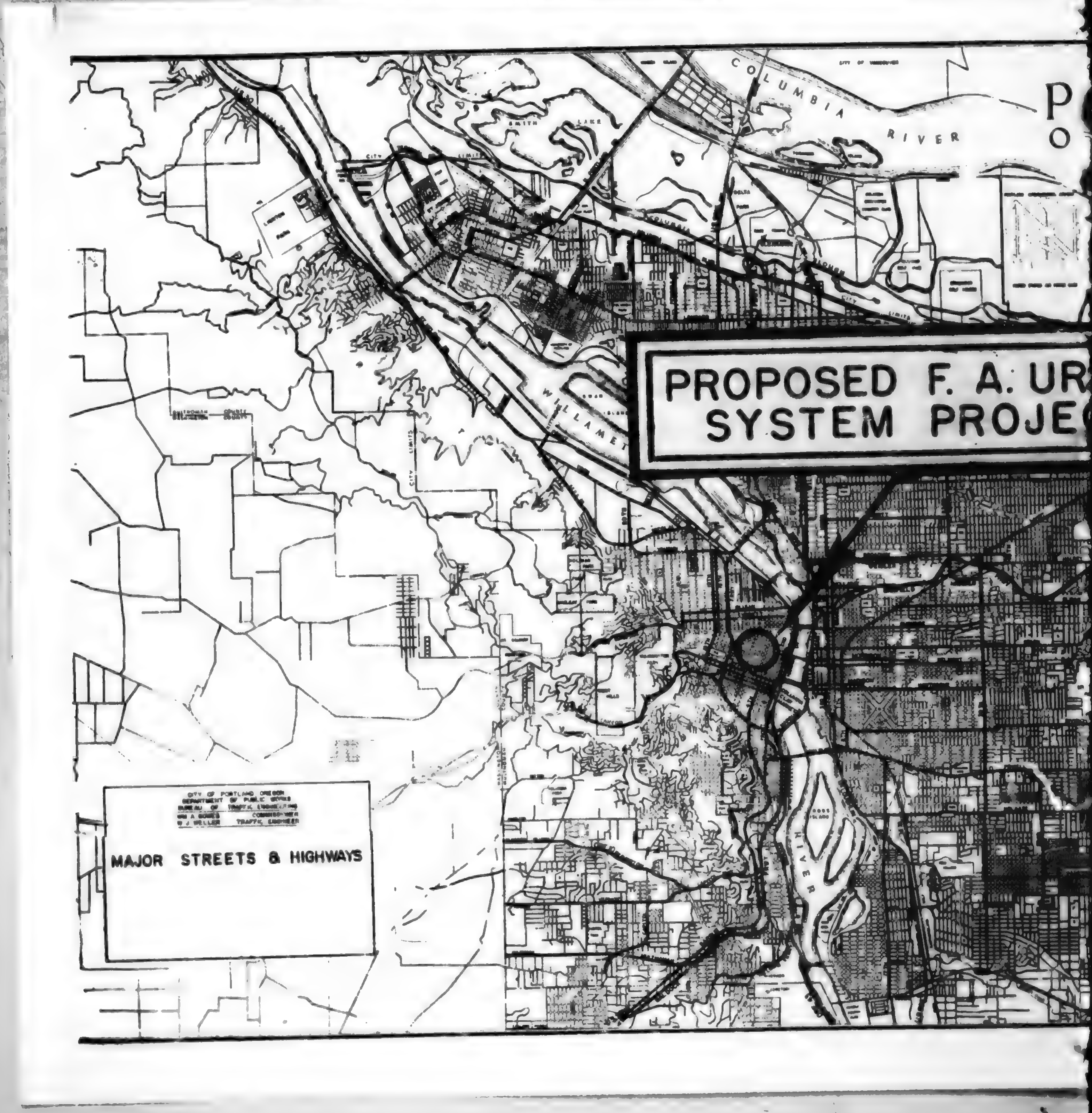
By ______

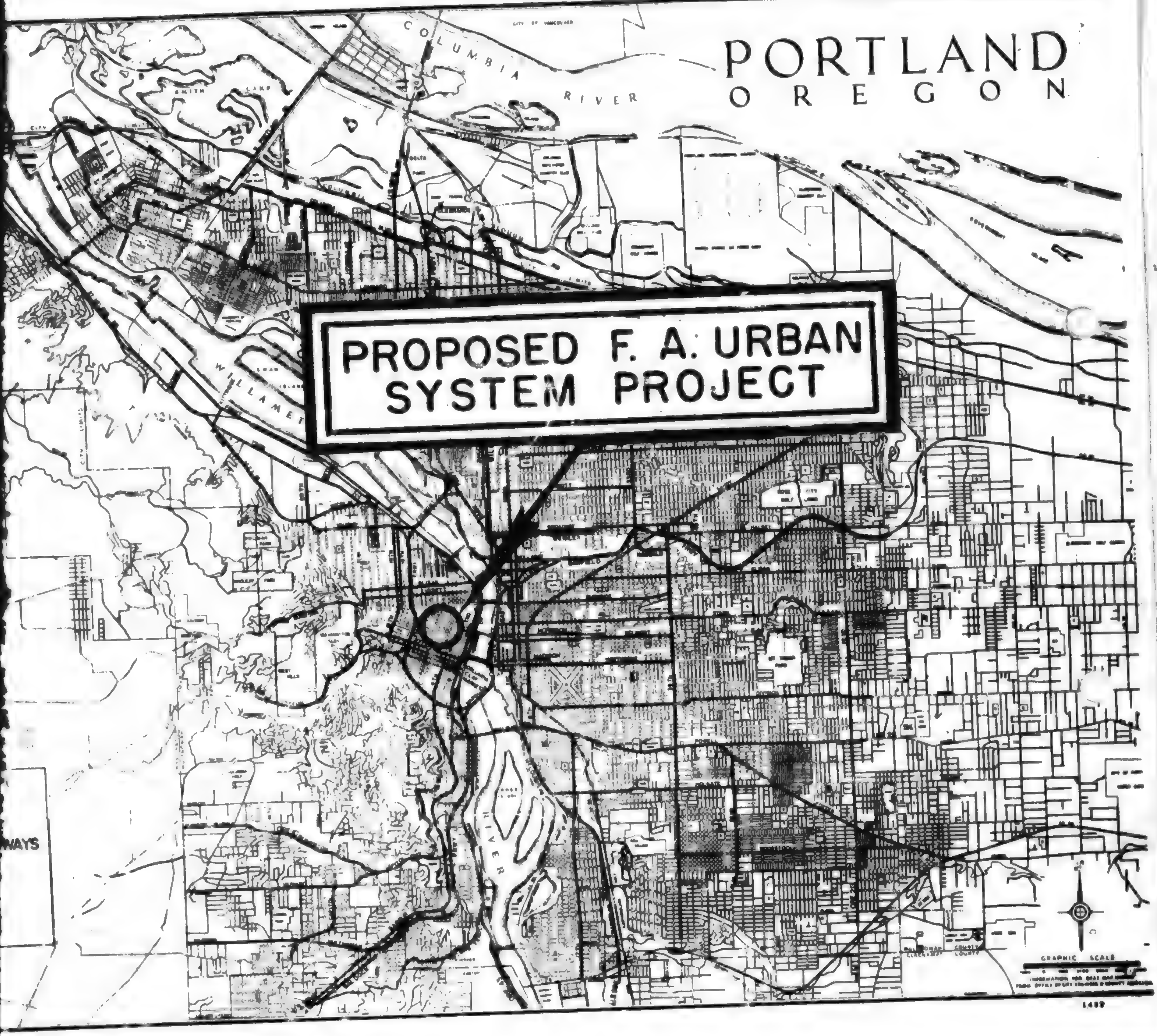
By ______

By ______



HOYT ST
FLANDERS ST
EVERETT
DAVIS
COUCH
NW
BURNSIDE ST
14TH
13TH
11TH
10TH
PARK
BROADWAY
6TH
5TH
3RD
2ND
1ST
AVE
STEEL
ANKENY
ASH
PINE
OAK
STARK
WASHINGTON
ALDER
MORRISON
YAMHILL
TAYLOR
SALMON
MAIN
JEFFERSON
COLUMBIA
CLAY
MARKET
MILL
MONTGOMERY
HARRISON
HALL
COLLEGE
JACKSON
LINCOLN ST
GRANT
SHERMAN
CARUTHERS
FRONT
HARBOR DRIVE
MORRISON
HAWTHORNE BRIDGE
MARQUAM
CARDINAL DRIVE
STADIUM
SW
12TH
9TH
8TH
4TH


P
O
COLUMBIA RIVER
SMITH LAKE
WILLAMETTE
PROPOSED F. A. UR
SYSTEM PROJEC
CITY OF PORTLAND OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING
COMMISSIONER
TRAFFIC ENGINEER
MAJOR STREETS & HIGHWAYS


PORTLAND
OREGON
PROPOSED F. A. URBAN SYSTEM PROJECT
COLUMBIA RIVER
WILLAMETTE
RIVER
CITY OF VANCOUVER
WAYS
GRAPHIC SCALE

CITY OF PORTLAND, OREGON

ADMINISTRATIVE PROCEDURE

Page 1 of 6

| | | |
|---|---|---|
| Subject | Classification No. | Issuance No. |
| SELECTION AND MANAGEMENT OF CONSULTANTS | 1442 | 1 |
| | SUPERSEDES | |
| | Classification No. | Issuance No. |
| | | |

## Purpose

The purpose of this administrative procedure is to provide the offices and bureaus of the City with a set of guidelines for interviewing, selecting, evaluating and managing consultants.

## Scope

This procedure is ADVISORY in nature and does not touch on technical or engineering areas where special physical or chemical processes or structural or material specifications are involved in such bureaus as those of the City Engineer and Water Works.

## Overview of the Selection and Management of Consultants

Because consulting services are costly, politically sensitive and often non-productive, it is important to determine the work to be accomplished and whether outside consultants are required to perform this work. The consulting firm should be carefully selected and monitored.

This procedure is divided into two parts:

- The process of selecting a consultant (or the pre-award stage); and
- The process of managing the consultant (or the post-award stage).

## The Selection Process

- Defining Objectives -- After clearly defining the objectives and specific products to be delivered, the office or bureau administrator should decide whether outside consultants are really necessary.

| | |
|---|---|
| Responsible Office | Effective Date |
| Bureau of Management & Budget | January 1, 1974 |
| Distribution | Approved By |
| Managerial | The Mayor |

CP-1220
Oct. 73

- The Project Manager -- If the office or bureau administrator decides that a project manager is required, several factors should be carefully evaluated prior to the appointment of the project manager. The size of the project, the complexity of the problem and the duration of the project are only examples of such factors.

  The project manager, once selected, should be in complete charge of the project and have overall responsibility for leadership, control and development of the final product.

- Request For Proposal (RFP) -- Completing the RFP is one of the most important steps in the pre-award stage because it explains to the prospective consultant exactly what the City wants to accomplish. Potential consultants must estimate their cost and time based on the detailed information provided in this document. If the RFP provides clear information, it will help consultants prepare practical and accurate estimates.

  The RFP also provides the standards of performance for monitoring the contract and evaluating the final product, as well as being an internal source of historical documentation and a summary of the project.

  -- When A Request For Proposal Is Necessary -- Chapter VIII of the City of Portland Charter states that a written contract is necessary when the total sum to be paid for work, materials or supplies exceeds $2,500. While this statement does not prescribe an RFP, it is important in negotiating a contract to state clearly what is to be accomplished. Thus, an RFP may be no more than a brief letter for small contracts.

  For more complex projects, an RFP may include the following:

  1. Overview of the Project
     a. Background information (e.g., organization chart and goals).
     b. General objectives and products to be accomplished.
     c. Functional areas and agencies affected by the project.
  2. Detailed Objectives and Products
     a. Details and priorities of items to be produced.
     b. Task schedule, identifiable "milestone products" and other criteria to aid in monitoring.

3. Detailed Organization and Responsibilities

   a. City personnel involved, including the project manager, and their specific responsibilities shown in an organizational chart.

   b. Training to be supplied by the consultant.

   c. Responsibilities of the potential consultant.

4. Contractual Information

   a. Terms and conditions for the final agreement.

   b. Special guidelines for preparation of proposals (deadlines, directions for completion and forwarding, etc.).

   c. Contractual information to be provided by the prospective consultants.

-- Forwarding of Request For Proposal -- The RFP, along with a formal cover letter, should be forwarded to all potential contractors emphasizing dates and the deadline for receipt of proposals. The cover letter should request information regarding:

1. The firms background and organizational structure.

2. Charges and price standards.

3. A task plan.

4. Persons authorized to negotiate final contract.

5. Documents to be produced by the consultant.

6. Additional City support necessary (i.e., data processing, graphics, etc.).

- Bidders' Conference -- The Bidders' Conference is an informal meeting held prior to the awarding of contracts. The Bidders' Conference provides:

-- An information forum for the project representatives and prospective consultants to discuss the proposal and clarify vague issues.

-- A better perspective of project methods and products.

-- A means by which the City can:

   1. Evaluate the skills and potential of each bidder and the overall quality of service.

   2. Review the possibilities for cost control, interim reporting, final product evaluation and overall project management.

-- A means by which new skills, ideas and sources of information of relevance to the project and the City are introduced.

- Final Selection of the Consultant -- The system for rating proposals should be based on the criteria set forth in the RFP and on information gained at the Bidders' Conference. The details of individual proposals should be objectively and carefully analyzed and numerically rated, if feasible, before a consultant is selected.

  Formal letters announcing the consultant selected should be forwarded to all bidders.

- Writing the Final Contract -- The City Attorney's Office prepares the final proposed contract based on the RFP and the proposal submitted by the selected consultant.

  Any relevant information concerning dates, products to be delivered and specifications not included in the RFP should be forwarded, in writing, to the City Attorney's Office.

  The most critical aspect of preparing the contract is the absolute necessity of inserting binding clauses explaining specifically the exact end products and their dates of delivery.

  After completion, the final document is reviewed by the contracting agency and the consultant for final approval.

- Awarding the Final Contract -- The contracting agency must prepare an ordinance authorizing the City to enter into agreement with a contractor. Once the ordinance is passed, the original contract is forwarded to the contracting firm for first signature. When the contract is returned with the appropriate signature, it is forwarded by the Auditor's Office to the Mayor for signature and then to the Commissioner in charge.

## Managing Contract Performance

- Execution of Contract -- The project manager should schedule a general review to familiarize involved City and consultant personnel with:

  -- Established priorities

  -- Specifications

  -- Reporting responsibilities

  -- "Milestone" products

  -- Auditing and purchasing arrangements

  -- Use of facilities

  For large and/or multiple function projects, it may be desirable to establish a review committee to aid in identifying and solving problems as they occur. The review committee should include specialized personnel qualified to examine and discuss the work of the consultants.

- The Monitoring Process -- The importance of a thorough and comprehensive system for monitoring cannot be overstated. A good monitoring system should include:

  -- An initial review to be held as early as possible, such as when the first significant product is delivered.

  -- Continuing reviews scheduled on a regular basis to examine:

    1. Performance in terms of commitments of both the agency and the consultant.
    2. Future project needs and methods for obtaining them.
    3. Existing or potential problems.

  Contractors should prepare written progress reports periodically to provide:

    1. A reliable method for comparing planned with actual accomplishments.
    2. Information for necessary audit trail and progress payment determination.
    3. A comprehensive source of condensed and timely information regarding the project.

Though there is no established standard, a good guideline for the frequency of progress reports is:

1. Monthly reporting for projects exceeding six months; or

2. Bi-weekly reporting for short-term projects.

- Product Evaluation -- Generally, the consultant is required to submit a final report which is intended to fulfill the provisions of the contract. The report might include findings, analyses, recommendations, etc. relevant to the initially stated objectives. This report should provide a sound basis for evaluating the consultant's performance.

  Developing methods for final evaluation is usually the responsibility of the project manager. Members of the review committee may provide valuable assistance in this evaluation.

- Payment of Contractor -- The method of payment should be decided by the project manager in agreement with the Auditor's Office and the consultant prior to the execution of the final contract. Typical methods of payment include:

  -- Periodic payments, every 30 to 60 days, etc., which are not necessairly related to the consultant's performance.

  -- Progress payments are made as the "milestones," defined in the contract, are delivered. This method relates payments to performance and provides the project manager with continuing controls over the quality of work being performed.

  -- One-time payments (and final payments) are usually authorized by the Commissioner in charge following satisfactory completion of the contract provisions.

## Additional Information

The Bureau of Management and Budget, Office of Management Services, has case files on consultant-assisted projects available for review. The files document the techniques recommended in this procedure for project management, preparing RFPs, selecting consultants, payment methods, etc.

8712 Pudding R. (Red) Bridge Sec. 197[illegible]
of FAS A616 (Arndt Rd.)
(Grading, paving & structure)

C&Q 5873 11-12-76

8712

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
Rm 435 - 1-800-452-7813 - Ext. 8-6232

February 4, 1981

In Reply Refer to
File No.: CON

Dept. of Environmental Services
902 Abernethy Road
Oregon City, OR 97045

Attention: Winston Kurth, Deputy Director

RS-A616(1)
PUDDING RIVER (RED) BRIDGE

In reply to your letter of January 27, 1981, non-participating charges on the above project are basically of two types. The largest share ($6,728.92( is payments to the contractor. The contractor and the Highway Division signed price agreement No. 2 for $6,710 for "correcting bent 1 location". This was necessary to correct an engineering error. Federal Highway will not participate in this type of expense. The other non-participating payment to the contractor was $18.92 in interest.

The second type of non-participating costs, construction engineering, occurred because the engineering cost overran on this project. Federal Highway will not participate in construction engineering which exceeds 15% of construction cost.

We hope this explanation of the non-participating costs on the project will suffice.

V. E. Skoog, Controller

by
Janice Peterson
Contract Accounting Supervisor

JP:nc

cc: Project Management Section

Form 734-3122

```
TOTAL TO DATE JOB COST SUMMARY                                                    SEPTEMBER 1980

                                                                                          FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH       YEAR TO DATE
                                     503   1903        298      00 N 9        275.63CR
                                                    ** JOB TOTALS **                  **

   PUDDING RIV(RED)BP ARNOT RD    CONT NO      * FA PROJ NOS RS  616001 100
                                     503   1934        296      00 N 9
                                     503   1934        298      00 N 9
                                     503   1934        901      00 P 1
                                     503   1934        901      00 N 1
                                     503   1934        902      00 P 1
                                     503   1934        905      00 P 1
                                     503   1934        906      00 P 1
                                     503   1934        909      00 P 1
                                     503   1934        910      00 P 1
                                     503   1934        913      00 P 1
                                     503   1934        914      00 P 1
                                     503   1934        918      00 P 1
                                     503   1934        920      00 P 1
                                     503   1934        921      00 P 1
                                     503   1934        923      00 P 1
                                     503   1934        924      00 P 1
                                     503   1934        926      00 P 1
                                     503   1934        926      00 N 1
                                     503   1934        950      00 P 1
                                                       TOT      P1
                                                       TOT      N1
                                                    ** JOB TOTALS **                  **

   ARNOT RD @ AIRPORT RD          CONT NO      * FA PROJ NOS HHS0616002 100
                                     503   1944        296      00 N 9         8.50CR             8.50C
                                     503   1944        297      00 N 9         8.50               8.50
                                     503   1944        298      00 N 9
                                     503   1944        905      00 P 1
                                     503   1944        914      00 P 1
                                                       TOT      P1
                                                    ** JOB TOTALS **                  **

   CLACK CO TRAFFIC SIGNALS       CONT NO        FA PROJ NOS M   00S001 100
                                     503   1995        296      00 N 9
                                     503   1995        298      00 N 9
                                     503   1995        901      00 P 1
                                     503   1995        903      00 P 1
                                     503   1995        905      00 P 1
                                     503   1995        905      00 N 1
                                     503   1995        911      00 P 1
                                     503   1995        911      00 N 1
                                     503   1995        914      00 P 1
```

State Costs

9-80

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                                                                 SEPTEMBER 1980          PAGE  703
MMARY
                                                                        FISCAL           GRAND TOTAL
                                                                     YEAR TO DATE          TO DATE
ARTMENT          PREFIX          FUNCTION   GR   CURRENT MONTH
             503   1903         298       00 N 9          275.63CR
                                ** JOB TOTALS **                 **                   **                   **

                                                                                                        STATE
NOT RD    CONT NO        * FA PROJ NOS RS  616001 100                                     26,861.09CR
              503     1934        296       00 N 9                                          26,861.09
              503     1934        298       00 N 9                                           9,153.17
              503     1934        901       00 P 1                                             228.49
              503     1934        901       00 N 1                                              60.53
              503     1934        902       00 P 1                                           2,589.36
              503     1934        905       00 P 1                                          12,616.33
              503     1934        906       00 P 1                                             101.00
              503     1934        909       00 P 1                                             689.42
              503     1934        910       00 P 1                                             202.17
              503     1934        913       00 P 1                                             535.85
              503     1934        914       00 P 1                                             527.98
              503     1934        918       00 P 1                                              14.00
              503     1934        920       00 P 1                                           1,355.13
              503     1934        921       00 P 1                                              32.73
              503     1934        923       00 P 1                                              61.36
              503     1934        924       00 P 1                                           3,306.28
              503     1934        926       00 P 1                                             371.30
              503     1934        926       00 N 1                                              61.32
              503     1934        950       00 P 1                                          31,306.63
                                  TOT          P1                                              599.79
                                  TOT          N1                                           31,906.42   **
                                ** JOB TOTALS **                 **                   **

                                                                                                        STATE
D            CONT NO        * FA PROJ NOS HHS0616002 100                                        85.02CR
              503     1944        296       00 N 9       8.50CR             8.50CR               8.50
              503     1944        297       00 N 9       8.50               8.50                76.52
              503     1944        298       00 N 9                                              82.07
              503     1944        905       00 P 1                                               2.95
              503     1944        914       00 P 1                                              85.02
                                  TOT          P1                                               85.02   **
                                ** JOB TOTALS **                 **                   **

                                                                                                        STATE
GNALS        CONT NO          FA PROJ NOS M    00S001 100                                 13,588.23CR
              503     1995        296       00 N 9                                          13,588.23
              503     1995        298       00 N 9                                             947.03
              503     1995        901       00 P 1                                          11,281.80
              503     1995        903       00 P 1                                             227.70
              503     1995        905       00 P 1                                               3.10
              503     1995        905       00 N 1                                           2,651.34
              503     1995        911       00 P 1                                               8.04
              503     1995        911       00 N 1                                              10.80
              503     1995        914       00 P 1
```

State Costs

**OREGON STATE HIGHWAY DIVISION**

FORM 81-734-1180

# HIGHWAY DIVISION INVOICE

NO. 130756

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 9-4-80 | CC 2061 | | 503-1099-297 |

CLACKCY

Clackamas County Board of Commissioners
Courthouse
Oregon City, OR 97045
ATTN: Mr. John McIntyre,
Dir. of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
**OREGON STATE HIGHWAY DIVISION**
**TRANSPORTATION BUILDING**
**SALEM, OREGON 97310**

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Pudding River (Red) Bridge<br>FAS A616<br>Project No. RS-A616(1) | | | |
| County's share of Construction Costs | | | $29,859.78 |
| County's Advance Deposit | | | 21,600.00 |
| AMOUNT DUE<br>FINAL | | | $8,259.78 |

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 9-4-80 | CC 2061 | | 503-1099-297 |

**BILL TO:** Code: ________

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045
Attn: Mr. John McIntyre, Dir. of Public Works

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Pudding River (Red) Bridge<br>FAS A616<br>Project No. RS-A616(1) | | | |
| County's share of Construction Costs | | | $29,859.78 |
| County's Advance Deposit | | | 21,600.00 |
| (Please send copy of itemized statement with billing). | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 21,600.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 16,600.00 |
| Balance | $ 5,000.00 |
| Transfer to Highway Fund | $ 5,000.00 |
| Refund Due | $ - - - - |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | CC 1884 |

Amount Due . . . . . $ 8,259.78

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved: D E Swan
D. E. Swan

SP*35736-734

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | **Pudding River (Red Bridge)**<br>**Clackamas and Marion Counties** | | | | | |
| | **Preliminary Engineering**<br>**Type Code P.E.** | | | | | |
| | State | All Required | | | $ 31,306.63 | State |
| | **Construction**<br>**Type Code Y080 Contract #8712**<br>**Structure Br. #6521A (Sta. 162+95 To Sta. 167+20)** | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 280,550.41 | |
| | SFO #1 Permanent Pavement Striping-State | All Required | | | 234.87 | |
| | Total Participating Construction | | | | $280,785.28 | |
| | **Construction Engineering** | | | | | |
| | State | All Required | | | $ 42,117.79 | |
| | **Misc. Project Costs** | | | | | |
| | E.E.O. | All Requirdd | | | 275.50 | |
| | Total Participating Costs | | | | $354,485.20 | |
| | **Nonparticipating Items** | | | | | |
| | Preliminary Engineering-State | All Required | | | 599.79 | State |
| | Final Contract Payment Summary | Lump Sum | | | 6,710.00 | |
| | Interest Paid to Contractor | All Required | | | 18.92 | |
| | Construction Engineering | All Required | | | 2,118.12 | |
| | Total Nonparticipating Costs | | | | $ 9,446.83 | |
| | TOTAL PROJECT COSTS | | | | $363,932.03 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 7/24/80. | | | | | |
| | [illegible] | | | | 363,932.03<br>31,306.63<br>332,625.40 | |
| | AMOUNT CARRIED FORWARD | | | | | |

MEMORANDUM

R2

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

|  |  |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

|  |  |
|---|---|
| STATE<br>Oregon | FEDERAL AID PROJECT NO.<br>RS-A616(1) |
| PROGRAM APPROVED | VOUCHER PERIOD<br>From: 1-24-77 To: 3-10-80 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $363,932.03 | $354,485.20 | 85.80% | $304,148.30 | $304,148.30 | $ 0.00 |

|  | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon |
| FORWARDED BY FHWA DIVISION OFFICE | V.E. | Skoog, Controller 7/25/80 |

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
PUDDING RIV BR, ARNDT RD     CONT NO 8712 X FA PROJ NOS RS  616001 100                                                     280.5
                                   503   1099       201        CD P 1                                                          6.7
                                   503   1099       201        CD N 1
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TOTAL TO DATE JOB COST SUMMARY                                                              JULY 1980           PAGE
                                                                                              FISCAL             GRAND
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX        FUNCTION   GR   CURRENT MONTH      YEAR TO DATE          TO
                                     503   1099       [illegible]  CD N 1
                                     503   1099         270        01 P 1                                         295.
                                     503   1099     [illegible]    CD N 9                                          16.
                                     503   1099     [illegible]    CD N 9                                         271.
                                     503   1099     [illegible]    [illegible] 9                                   41.
                                     503   1099     [illegible]    [illegible] P 1   2,037.01CR       2,037.01CR        2.
                                     503   1099     [illegible]    [illegible]       2,037.01         2,037.01
                                     503   1099     [illegible]    16 P 1
                                     503   1099         920        CD P 1                                            2.
                                     503   1099     [illegible]    CD P 1
                                     503   1099     [illegible]    CD P 1
                                                        TOT        P1                2,037.01CR       2,037.01CR      323.
                                                        TOT        N1                2,037.01         2,037.01          0
                                                  ** JOB TOTALS **                             **               **  132.

YOUNGS RV FALLS BR           CONT NO 6999   FA PROJ NOS RS  733003 100      4,568.72          4,568.72          292.
                                     504   1032         201        CD P 1
                                     504   1032         201        CD N 1            223.44CR          223.44CR           6.
                                     504   1032     [illegible]    CD P 1                                                 0.
                                     504   1032     [illegible]    CD N 1            603.08CR          603.08CR          330.
                                     504   1032     [illegible]    CD N 9                                                12.
                                     504   1032         207        CD N 9            603.08            603.08            23.
                                     504   1032     [illegible]    CD N 9            603.06            603.06            22.
                                     504   1032     [illegible]    CD P 1
                                     504   1032     [illegible]    CD P 1
                                     504   1032     [illegible]    CD N 1            4,503.74          4,503.74         272.
                                                        TOT        P1                                                  1
                                                        TOT        N1
                                                  ** JOB TOTALS **     4,503.74  **      4,503.74  **      253.

ROCK CREEK BRIDGES (3)       CONT NO 9115   FA PROJ NOS RS  766001 100      6,216.00          6,216.00             6
                                     [illegible] 1033   [illegible] [illegible] P 1  [illegible]CR     [illegible]CR
                                     [illegible] 1033   [illegible] [illegible] P 1  7,[illegible]42CR 7,[illegible]42CR  1
                                     [illegible] 1033   [illegible] [illegible] N 9
                                     [illegible] 1033   [illegible] [illegible] N 9  7,[illegible]42   7,[illegible]42
                                     [illegible] 1033   [illegible] [illegible] N 9  3,677.24          3,677.24          1
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Interest to Contractor

Payments to Contractor

```
                                                                                              STATE
CONT NO 8712 X FA PROJ NOS HS  616001 100                                     280,550.41       78      79
     503    1073           201         00 P 1                                    6,710.00       79      79
     503    1073           201         00 N 1



                                                              JULY 1980         PAGE  210
RY                                                              FISCAL          GRAND TOTAL     ACTIVE YRS
                                                             YEAR TO DATE        TO DATE        BEG    END
MENT        PREFIX        FUNCTION    GR   CURRENT MONTH                          [illegible]
      503    1073           [illegible]  00 N 1                                  [illegible] x     78     [illegible]
      503    1099           270         01 P 1                               295,[illegible]CR     79     80
      [illegible]  [illegible]  [illegible]  00 N 9                                [illegible]        [illegible]
      [illegible]  [illegible]  [illegible]  [illegible] N 9                        [illegible] x     [illegible]
      [illegible]  [illegible]  [illegible]  [illegible] N 9   2,037.01CR    2,037.01CR   [illegible]
      [illegible]  [illegible]  [illegible]  [illegible] P 1   2,037.01      2,037.01     [illegible]
      [illegible]  [illegible]  [illegible]  [illegible] N 1                            12.91       79     79
      [illegible]  [illegible]  [illegible]  16 P 1                                     13.40       79     79
      503    1099           920         00 P 1                                   2,[illegible].01 x  78     79
      503    1099           [illegible]  00 P 1                                    [illegible].50 x  78     79
      503    1099           [illegible]  00 P 1                                323,[illegible].57
      503    1099           TOT         P1      2,037.01CR    2,037.01CR           [illegible]
                            TOT         N1      2,037.01   **  2,037.01   **   332,025.61  **
                         ** J03 TOTALS **
                                                                                              STATE
CONT NO 0993    FA PROJ NOS 05   733003 100                                                    79      80
      [illegible]  1032     [illegible]  [illegible] P 1   4,568.72       4,568.72       242,[illegible].97
      [illegible]  [illegible]  [illegible]  [illegible] N 1                             6,[illegible]
      [illegible]  [illegible]  [illegible]  [illegible] P 1     223.44CR      223.44CR   [illegible]7.55CR   79     80
      [illegible]  [illegible]  [illegible]  [illegible] N 1                             [illegible]CR
      [illegible]  [illegible]  [illegible]  [illegible] N 9     603.08CR      603.08CR   [illegible]
      [illegible]  [illegible]  [illegible]  [illegible] N 9                             [illegible]
      [illegible]  [illegible]  [illegible]  [illegible] N 9     603.08        603.08     [illegible]
      [illegible]  [illegible]  [illegible]  [illegible] P 1     [illegible]   [illegible]  [illegible]
      [illegible]  [illegible]  [illegible]  [illegible] P 1                                7.[illegible]   80     80
      504    1032     [illegible]  00 N 1                                          272,[illegible]
                      TOT         P1      4,503.74       4,503.74          1[illegible]CR
                      TOT         N1      4,503.74   **  4,503.74   **     253,[illegible].63  **
                   ** J03 TOTALS **
                                                                                              STATE
CONT NO 9115    FA PROJ NOS 05   756001 100                                6,216.[illegible]
      [illegible]  [illegible]  [illegible]  [illegible] P 1   6,216.[illegible]  6,216.[illegible]   [illegible]CR
      [illegible]  [illegible]  [illegible]  [illegible] P 1   [illegible]CR  [illegible]CR   [illegible]CR
      [illegible]  [illegible]  [illegible]  [illegible] N 9   7,[illegible].42CR   7,[illegible].42CR   [illegible]
      [illegible]  [illegible]  [illegible]  [illegible] N 9   7,[illegible].42     7,[illegible].42     [illegible]
      [illegible]  [illegible]  [illegible]  [illegible] N 9   3,677.24       3,677.24       13,[illegible].97
```

Interest to Contractor

Payment to Contractor

8712

PATTULLO, GLEASON, SCARBOROUGH, TRAMMELL & HANNON
ATTORNEYS AT LAW P.C.

DAVID S. PATTULLO
H. MYRON GLEASON
WILLIAM E. SCARBOROUGH, JR
M. LYLE TRAMMELL
TERRY G. HANNON
H. WILLIAM KRETZMEIER
A. JOHN McNEESE
JOHN C. MANGELSDORF
MONICA M. O'BRIEN

1220 N.W. EASTMAN
P.O. BOX 651
GRESHAM, OREGON 97030
TELEPHONE (503) 666-3773
CABLE ADDRESS - CHIEF

CHESTER E. McCARTY
OF COUNSEL

May 9, 1980

Attorney General
State of Oregon
State Office Building
Salem, Oregon 97310

Mr. Stan Skoko, Chairman
Clackamas County Commission
Clackamas County Courthouse
807 Main Street
Oregon City, Oregon 97045

re: Claim - Pudding River Bridge

RECEIVED
STATE HWY ENGR
MAY 13 '80
REFER TO Sollis
FOR
Info Inves R/D D/R Sign Act File

Ref to

RECEIVED
DOT DIRECTOR
MAY 12 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Gentlemen:

We represent Ms. Pearl Hunt, Trustee of the Harry J. Hegar Trust which is the record owner of a parcel of property located in Clackamas County, Oregon, known as "Pat's Acres" lying within Section 31, Township 3 S, Range 1 E of the Willamette Meridian and also within Section 36, Township 3 S, Range 1 W of the Willamette Meridian immediately adjacent to County Road No. 619, also known as Arndt Road.

On or about January 1980, the subject property of our clients suffered substantial damage caused by the accelerated flow of the Pudding River which caused a new channel to be created across our clients' land leaving an island where once a peninsula in the river existed. The cause of the increased flow of the river was modification of the bridge which crosses the Pudding River adjacent to our clients' property wherein the bridge was widened and the span shortened which narrowed the channel and accelerated the flow of the river directly toward our clients' property. The modifications on the bridge were constructed in the summer of 1979, and the accelerated flow was not registered until the winter rains of 1980.

The amount of compensation being demanded by this letter or the other relief that this claimant may demand is still unknown at this time pending appraisals of the remaining property and further study on how the island property might or might not be utilized.

Very truly yours,

Terry G. Hannon

TGH:jc
cc: Fred Klaboe, Admin. of Highways, Ore. Transp. Comm.
cc: District Attorney, Clackamas County, State of Oregon

#8712 3-11-80 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

# FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)*

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>RS-A616(1) | 2. COUNTY<br>Clackamas, Marion | 3. STATE<br>Oregon 8712 |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental work, involved construction of roadbed widening, aggregate base and asphalt concrete pavement, and construction of a bridge over Pudding River. The Structure, No. 6521A, is 181 feet long and has a roadway width of 41.75 feet. All the work, completed on March 14, 1979, was performed on the Pudding River (Red) Bridge Section of FAS A616. The project is located approximately 2.25 miles west of Canby.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>A. K. Lundmark & Son, Inc. | 6. CONTRACT AMOUNT<br>$ 269,023.00 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* R Kessey

TITLE Assistant State Highway Engineer

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

3/12/80
cy Kessey
TRAV

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width ______ feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| | | | Y080 | 0.034 |

| | |
|---|---|
| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY<br>WILLIAM H. KAPPUS | 11. DATE OF INSPECTION<br>4/17/79 |

12. IN COMPANY WITH
A. GOTTFRIED, T. LITCHFIELD, D. STEENSON & W. KURTH

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE<br>William H. Kappus | | 16. SIGNATURE<br>G.K. Hossner<br>G. K. Hossner | |
| 14. TITLE<br>Area Engineer | 15. DATE<br>3/7/80 | 17. TITLE<br>Field Operations Engineer | 18. DATE<br>3-10-80 |

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

-712

Scott
Consent Calendar
3(c)

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 10, 1979

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Pudding River (Red) Bridge
Contract No. 8712 Clack. & Marion Cos.

This federal-aid secondary project was recently completed and an overrun in the project authorization of $23,650.65 (or 7.7 percent) has become apparent.

Three major items caused the authorization overrun. Additional A.C. paving was necessary to provide satisfactory approaches to the structure, and this added work increased the project cost by $13,972. Corrective work required due to a staking error and additional engineering costs resulted in an increase of $26,110. Underruns in other authorized amounts reduce the effective overrun to $23,650.65.

With the exception of approximately $7,350 the increased project cost will be federally participating.

It is recommended that the authorization for this project be increased by $23,650.65, to a new total of $331,545.51.

This matter will be on the Consent Calendar for your August 21 meeting.

WR:mk jh

bc: F. B. Klaboe
C. W. Head
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
George Bell

Form 734-3122

8712

2

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

August 9, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
Pudding River (Red) Bridge
Contract No. 8712

This project has been completed and the contract was accepted June 6. The amount authorized was overrun by $23,650.65 or 7.7%.

The major cause of the overrun was $13,972 of additional A.C. paving needed for 100 feet of approach at each end of the structure, two road approaches and leveling at Bent 2 of the structure. An engineering error that occurred while staking a footing resulted in $6,710 in corrective work. The third major item contributing to the authorization overrun was approximately $19,400 of additional engineering, which resulted primarily from the contractor's schedule of activities.

Approximately $640 of the engineering will be nonparticipating due to exceeding the maximum 15 percent allowed by FHWA. The $6,710 for corrective work will also be nonparticipating.

It is recommended that the authorization for this project be increased by $23,650.65 to a new total of $331,545.51.

A rough draft letter to the Transportation Commission is attached.

OBJ:WR:fr:mk

Att.

cc: C. O. Fredrickson
Art Gottfried
Robert Church

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

# Expected Overrun of Project Authorization

Project Pudding River (Red) Bridge

Date July 11, 1979

Highway FAS A616 (Arndt Road)

Contract No. 8712

County Clackamas and Marion

Kind of Work Grade, Pave & Struct.

Contractor A. K. Lundmark & Son

| | Authorized | Estimated | |
|---|---|---|---|
| Contract Amount | $269,023.00 | $266,405.51 | |
| Anticipated Items | 2,250.00 | 500.00 | |
| Contingency (4½%) | 12,207.29 | 20,840.00 | |
| Engineering | 24,414.57 | 43,800.00 | |
| Credits | 0.00 | 0.00 | |
| PROJECT COST | 307,894.86 | 331,545.51 | |
| | NET INCREASE $ | 23,650.65 | 7.7% |

## MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

Expected Amount

Net Change

See attached statement of over & underruns.

8-21-79
orig. to
Const.

Principal reasons for overruns (Continue on reverse side): See attached statement of over & underruns.

**INSTRUCTIONS:** A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the origi
project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by mo
than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been not
by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Reside
Engineer.

Submitted by Art Gottfried
Art Gottfried
Resident Engineer

Confirmed by
Asst. Division Engineer

Noted by
For
Construction or Bridge Engineer

Noted by
Deputy or State Highway Engineer

8712

4

June 11, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On June 8 we wrote to you concerning release of final payment on Contract No. 8712 awarded to A. K. Lundmark & Son, Inc., for work on the Pudding River (Red) Bridge Section of FAS A616 (Arndt Road) in Clackamas and Marion Counties.

Final payment on this contract is $14,187.18 and the total contract amount is $287,260.41. No work was performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc A. K. Lundmark & Son, Inc.
Rt. 1, Box 175
Colton, OR 97017

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8712 J

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | orm Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>6-98 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Clackamas & Marion |
| MODIFICATION NUMBER | 6-7-79 | Project Number<br>RS-A616(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 19, 19 77,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 339,611.00 | $ 362,305.00 |
| Federal funds | $ 291,386.00 | $ 310,857.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in construction bid items, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of June, 1979.

| | |
|---|---|
| OREGON STATE HIGHWAY DIVISION<br>*(Official name of Highway Agency)* | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION |
| By E S Hunter | By<br>*(Division Administrator)* |
| Asst. State Highway Engineer<br>*(Title)* | For: G. L. Green |
| B/X For: H. S. Coulter | |
| State Highway Engineer<br>*(Title)* | |
| By | |
| *(Title)* | |

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1979

Federal Aid Project
No. RS-A616(1)

Pudding River (Red) Bridge
FAS A616 (Arndt Road)
Clackamas and Marion Counties

Revised Project Agreement Estimate

| | | | |
|---|---|---|---|
| Type Code PE<br>Preliminary Engineering | All Required | | $ 32,000.00 |

Type Code Y080
Structure Br. #6521A (Sta. 162+95 to Sta. 167+20)

Subtotal of Previous Estimate of May 23, 1978 $271,023.00

| Previous Estimate | | | |
|---|---|---|---|
| Class "B" Asphaltic Concrete | 40 Ton | 40.00 | $ 1,600.00 |
| Loose Riprap | 60 Cu. Yd. | 25.00 | 1,500.00 |
| Aggregate Base | 110 Cu. Yd. | 15.00 | 1,650.00 |
| Structure Excavation | 190 Cu. Yd. | 30.00 | 5,700.00 |
| | | Total | $ 10,450.00 |

| Revised Estimate | | | |
|---|---|---|---|
| Class "B" Asphaltic Concrete | (deleted PA#4) | | $ 0.00 |
| Class "C" Asphaltic Concrete (PA#4) | 349.3 Tons | 40.00 | 13,972.00 |
| Loose Riprap | 120 Tons | 25.00 | 3,000.00 |
| Aggregate Base | 161 Tons | 15.00 | 2,415.00 |
| Structure Excavation | 204.5 Cu. Yd. | 30.00 | 6,135.00 |
| PA#3 (Increase Rail Tubing Length) | Lump Sum | | 1,127.00 |
| | | Total | $ 26,649.00 |
| | | Difference | $ 16,199.00 |
| | | Subtotal | 287,222.00 |
| | | Engineering | 43,083.00 |
| | | Total | $330,305.00 |

Length of Structure. . . . . . 0.034 miles

SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 32,000.00 | $ 27,456.00 | $ 4,544.00 | $ --- |
| Structure | 330,305.00 | 283,401.00 | 23,452.00 | 23,452.00 |
| Total | $362,305.00 | $310,857.00 | $27,996.00 | $23,452.00 |

Group 1 - 100%
Contract No. 8712
Prefix 503-1099
Prefix 503-1934

8712 8

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | n Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>6-123 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Clackamas & Marion |
| MODIFICATION NUMBER<br>2 | 6-13-78 | Project Number<br>RS-A616(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19, 1977, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 32,000.00 | $ 339,611.00 |
| Federal funds | $ 27,450.00 | $ 291,386.00 |
| Other revisions | | |

This modification is made for the following reasons:

Adding construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13 d day of June, 1978.

Oregon State Highway Division
*(Official name of Highway Agency)*

By J H Wesley for
Technical Services Engineer
*(Title)*

By
Act. State Highway Engineer
*(Title)*

By ____________________
____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon - May 23, 1978

Federal Aid Project
No. RS-A616(1)

PUDDING RIVER (RED) BRIDGE
FAS A616 (ARNDT ROAD)
CLACKAMAS AND MARION COUNTIES

Revised Project Agreement Estimate

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 32,000.00 |
| Type Code X080<br>Structure Br. #6521A (Sta. 162+95 to Sta. 167+20) | | | |
| Mobilization | All Required | | $ 3,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 2,500.00 |
| Temporary Signs | 153 sq.ft. | 10.00 | 1,530.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectorized | 100 lin.ft. | 12.00 | 1,200.00 |
| Flagmen | 80 hour | 18.00 | 1,440.00 |
| Toe Trench Excavation | 15 cu.yd. | 25.00 | 375.00 |
| Embankment in Place | 420 cu.yd. | 9.00 | 3,780.00 |
| Aggregate Base | 110 cu.yd. | 15.00 | 1,650.00 |
| Class "B" Asphalt Concrete | 40 ton | 40.00 | 1,600.00 |
| Guardrail, Type 2A | 300 lin.ft. | 10.00 | 3,000.00 |
| Guardrail, Type 3 | 100 lin.ft. | 20.00 | 2,000.00 |
| Guardrail Anchors, Type 1 | 3 each | 200.00 | 600.00 |
| Rail End Pieces, Type B | 3 each | 100.00 | 300.00 |
| Loose Riprap, Class 100 | 60 cu.yd. | 25.00 | 1,500.00 |
| Bridge Removal Work | All Required | | 12,000.00 |
| Shoring, Cribbing, Etc. | All Required | | 5,000.00 |
| Structure Excavation | 190 cu.yd. | 30.00 | 5,700.00 |
| Structure Excavation Below Elevations Shown | 20 cu.yd. | 30.00 | 600.00 |
| Furnish Pile Driving Equipment | All Required | | 5,500.00 |
| Furnish HP 10x42 Steel Piling | 720 lin.ft. | 9.50 | 6,840.00 |
| Drive Steel Piles | 720 lin.ft. | 1.00 | 720.00 |
| 4'x60'/65' Prestressed Slabs | 11 each | 3,890.00 | 42,790.00 |
| Three Tube Metal Railing | 437 lin.ft. | 43.00 | 18,791.00 |
| Reinforced Concrete Bridge End Panels | 196 sq.yd. | 50.00 | 9,800.00 |
| Asphalt Membrane | 850 sq.yd. | 10.00 | 8,500.00 |
| Alternate "B" | | | |
| Structural Concrete, Class 3300 | All Required | | 39,600.00 |
| 115'/120' Deck Bulb Tee Prestressed Beams | 7 each | | 78,267.00 |
| Reinforcement | All Required | | 10,440.00 |
| | Subtotal Alt. "B" | | $269,023.00 |

Oregon State Highway Division
Salem, Oregon - May 23, 1978

Federal Aid Project
No. RS-A616(1)

| Anticipated Items | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 500.00 |
| Temporary Erosion Control | All Required | 1,000.00 |
| Roadside Seeding and Mulching | All Required | 500.00 |
| | | $ 2,000.00 |
| | Subtotal | $271,023.00 |
| | Engineering (13.5%) | 36,588.00 |
| | Total | $307,611.00 |

Length of Structure: 0.034 miles

Summary of Funds (85.8%)

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 32,000 | $ 27,456 | $ 4,544 | $ ----- |
| Structure | 307,611 | 263,930 | 21,840 | 21,841 |
| Total | $339,611 | $291,386 | $26,384 | $21,841 |

Group 1 - 100%
Contract No. 8712
Prefix 503-1099
Prefix 503-1934

**Pudding River Red Bridge**
(Non-participating - State work)

|  |  |  |
|---|---|---|
| State Responsibility for Damages | All Required | $ 250.00 |

STATE COP 8

|  |  |  |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | m Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>3-124 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Clackamas |
| MODIFICATION NUMBER<br>1 | 3-23-78 | Project Number<br>RS-A616(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19, 19 77, is hereby modified as follows:

|  | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 10,000 | $ 32,000 |
| Federal funds | $ 8,580 | $ 27,450 |
| Other revisions | | |

This modification is made for the following reasons:

Increase in cost of preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March, 19 78.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

State Highway Engineer
*(Title)*

By

Technical Services Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Gen Files

Oregon State Highway Division
Salem, Oregon March 13, 1978

Federal Aid Project
No. RS-A616(1)

Pudding River (Red) Bridge Section
County Road in Clackamas County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $32,000.00 |

Length of Project . . . . . . . . . . 0.23 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $32,000.00 | $27,450.00 | $ 4,550.00 | $ - |
| Retain in Program<br>Contract Work | $460,000.00 | $394,680.00 | $32,660.00 | $32,660.00 |
| TOTAL | $492,000.00 | $422,130.00 | $37,210.00 | $32,660.00 |

Group 1 - 100%
Prefix: 503-1934
Pro-Rata 85.8%

1

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>5-156 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT**<br>5-19-77 | State<br>Oregon<br>County<br>Clackamas<br>Project No.<br>RS-A616(1) |

**The State, through its Highway Agency**, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1.2 mi. W. Canby

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 1/24/77 | 0.23 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS PRO RATA 85.8%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 10,000 | FEDERAL FUNDS<br>$ 8,580 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Deputy State Highway Engineer
*(Title)*
By
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
for: G. L. Green

Date executed by Division Administrator MAY 19 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 12, 1977

Federal Aid Project
No. RS-A616(1)

## PUDDING RIVER (RED) BRIDGE SECTION

## COUNTY ROAD IN CLACKAMAS COUNTY

Project Agreement Estimate.

### Type Code P.E.
### Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $10,000.00 |
| | | $10,000.00 |

Length of Project - - - - - - - - - - - 0.23 miles

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 10,000.00 | $ 8,580.00 | $ 1,420.00 | $ -- |
| Retain in Program | | | | |
| Contract Work | 460,000.00 | 394,680.00 | 32,660.00 | 32,660.00 |
| TOTAL | $470,000.00 | $403,260.00 | $34,080.00 | $32,660.00 |

Group 1 - 100%

Prefix: 503-1934

5712

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pudding River (Red) Bridge

WEEK ENDING: March 14, 1979

SECTION PREFIX: 503-1099

HIGHWAY: FAS A616

COUNTY: Marion & Clackamas

NAME OF JOB: Pudding River (Red) Bridge

KIND OF WORK: Grading, Paving & Structure

CONTRACTOR: A.K. Lundmark & Son, Inc.

CONTRACT NUMBER: 8712

FEDERAL AID PROJECT NUMBER: RS-A616(1)

DATE OF CONTRACT: May 19, 1978

DATE WORK STARTED: July 26, 1978

ESTIMATED COMPLETION DATE: March 14, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250

WORK DAYS USED:

CALENDAR DAYS USED: 197

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 78

PROJECT AUTHORIZATION: $ 307,894.86

EXCLUSIVE OF ENGINEERING: $ 283,480.29

ENGINEERING AUTHORIZATION: $ 24,414.57

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 290,000.00

ENGINEERING COST TO DATE: $ 29,297

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 2.2%

PERCENT OF AUTHORIZATION: 120 %

DATE PROJECT WAS COMPLETED: March 14, 1979

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | .04 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | .04 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 40 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 300 ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 300 ton |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 6521A | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 11 | Clear | 1 | | |
| MONDAY 12 | Clear | 1 | | |
| TUESDAY 13 | Clear | 1 | | |
| WEDNESDAY 14 | Clear | 1 | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
MAR 19 1979
CONSTRUCTION BRANCH

Keesey K
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 11 | No activity |
| MONDAY 12 | Lundmark: Cleaning bridge rail and concrete finishing.<br>Coral Corp: Installing guard rail. |
| TUESDAY 13 | Lundmark: Cleanup work and concrete finishing.<br>State: Striping crew completed all striping. Project opened to traffic at noon. |
| WEDNESDAY 14 | Lundmark: Completed cleanup work and removed temp. signs.<br>Job complete March 14,1979 |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Job complete and open to traffic.

SIGNED Art Gottfried LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
Bd. of Comm.
Courthouse
Oregon City, OR 97045

Attention of Mr. John McIntyre
Dir. of Pub. Wks.

Request No. (assigned by staff engineer or head of section) cc 1884

Date August 28, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $21,600

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $ 5,000 | |
| | | To be transferred to State Hwy. funds for the construction of the Pudding River (Red) Bridge Section FAS A616<br>RS-A616(1)<br>Covered by agreement # 5873<br>Contract # 8712<br>AD 417 | | $16,600 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $21,600.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 503-1099

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8712

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 5, 1978

A. K. Lundmark & Son, Inc.
Route 1, Box 175
Colton, OR 97017

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

**Contract No. 8712 for work on the Pudding River (Red) Bridge Section of FAS A616 (Arndt Rd.) in Clackamas and Marion Counties.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr
Enclosure

cc: United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
Jim Kinns
Robert Church
C. O. Fredrickson
Art Gottfried

8712

8

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Art Gottfried
Don Trout
SAIF
Fran

May 19, 1978

A. K. Lundmark & Son, Inc.
Rt. 1, Box 175
Colton, OR 97017

Gentlemen:

The Oregon Transportation Commission on May 4 accepted your proposal for work on the Pudding River (Red) Bridge Section of FAS A616 (Arndt Road) in Clackamas and Marion Counties for the sum of $269,023 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Clackamas County and when the sum of $21,600 is deposited by the County.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8712.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 1, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

FAS-A616

8712

Salem, Oregon
May 16, 1979

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Pudding River (Red) Bridge
[redacted] (Arndt Road)
Marion & Clackamas Counties

Art Gottfried
Resident Engineer

Your "as constructed" narrative report states the asphalt mix was changed from Class "B" to Class "C" due to the difficulty of trying to run a 3/4 inch lift with Class "B". Apparently this detail was overlooked in combining the bridge work with the roadway work.

We did not show paving over the existing surfacing on this job because we were trying to hold the project cost down. The pavement overlay you added by Price Agreement apparently was required because the grade line did not fit the existing pavement as well as we thought it did.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 16 1979
ROAD DESIGN SECTION

file
Do Not File ☐
Return To
Bring ___/___/___
Action

FE:ab
cc: C. O. Fredrickson

8712 5-1-79 FAS A-616

# RESIDENT ENGINEER'S NARRATIVE REPORT

## PUDDING RIVER (RED) BRIDGE

## FAS A616 (ARNDT ROAD)

## MARION & CLACKAMAS COUNTIES

CONTRACT NO. 8712

PREFIX NO. 503-1099

REFERRED TO
2 Beard 111GB Staudenmeyer
Cole Sample
1 Erikson F.E. Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Please prepare letter. Thanks DOL

RECEIVED
MAY 04 1979
ROAD DESIGN SECTION
Versteeg
Anderson DC
1 Christensen
Olsen
MW Sullivan Copy
Terpin
Trout
Wakerlig
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Return To
Bring Up
Action
☐

The work that was done under this contract consisted of the following work on the Pudding River (Red) Bridge Section of FAS A616 (Arndt Road) in Clackamas and Marion Counties:

1. Remove existing structure.
2. Construction of roadbed widening, aggregate base and asphalt concrete pavement.
3. Construction of Bridge No. 6521A over the Pudding River. Length: 181 feet; roadway width: 41.75 feet.
4. Performed such additional an incidental work as called for on the plans and specification.

This was a "Federal-Aide Secondary Road Plan Project". The contract was awarded to A. K. Lundmark & Son Construction Co. of Colton, Oregon on May 19, 1978 for the sum of $269,023.00. The total original contract authorization was $307,894.86.

The contractor started work July 26, 1978 and completed the project March 14, 1979. The contractor was allowed 250 calendar workdays and completed the job in 197 calendar workdays.

During the life of the contract several changes were requested that resulted in the following Price Agreements and State Force Orders:

Price Agreement No. 1

This Price Agreement is to document the acceptance of the prestressed slabs with out-of-specification admixtures incorporated in them. Also, a penalty of $768.77 for non-compliance to cover the cost of lab testing and research by the State to support acceptance of the slabs.

The admixture supplied to R. B. Johnson by Master Builders had a chloride ion (CI) level of 4 percent. The specified limit of CI in admixtures is 0.5 percent. The critical measure is the total chloride ion level in proportion to cement. A level not exceeding 0.06 percent chloride ion by weight of cement is considered acceptable. The tests by our lab and by Master Builders indicated a CI level of 0.03 to 0.05 percent. The acceptance of the slabs was based on the results of these tests. One of the conditions of this acceptance was that the contractor of his supplier pay for the costs incurred by the State for lab testing and research to support acceptance of the slabs. This was the penalty for noncompliance to specifications. The following is a breakdown of these costs:

| | |
|---|---|
| Research | $661.77 |
| Lab Charges | 59.00 |
| Phone Charges | 48.00 |
| Total Charges | $768.77 |

### Price Agreement No. 2

Due to a staking error by our inspectors, bent 1 piling were driven and the forms and reinforcing steel were set in the wrong location.

This Price Agreement for $6,710.00 is to reimburse the contractor his costs for driving new piling and resetting bent 1 forms and reinforcing in the correct location.

### Price Agreement No. 3

This Price Agreement for $1,127.00 is for increasing the length of the standard three tube rectangular tubing rail to match the spacing between the anchor bolts at bent 2.

There was an error in the dimensions on the plans. The distance between the anchor bolts at bent 2 was 8'-5" instead of the 8'-0" as shown on the handrail plans. This involved increasing the length of six forty foot rail members and regalvanizing them.

### Price Agreement No. 4

This $14,080.00 Price Agreement was to document the change from class "B" to class "C" asphalt concrete and increase the quantity from 40 tons to 352± tons. The original estimate did not provide for a 1½" wearing surface over the entire project.

### Order For State Force Work No. 1

This State Force Order is for permanent pavement striping. $500.00 was provided in the original construction authorization for this additional work.

The following is a brief outline of all the bid items and the problems we had:

### Bid Item No. 1: Mobilization

No problems with this item.

## Bid Item No. 2 Thru 5: Temporary Protection and Direction of Traffic

Including signs, continuous rail traffic barrier and flagmen.

It was easy to provide for traffic on this project because the road was closed and flagmen were not needed.

The county was very unhappy because the road was closed for so long. They did not realize that the time would be charged as calendar workdays and no time would be charged between November 30 and March 1. They assumed that the completion date would be about February 5 instead of May 5 and they only issued the closure permit to close the road until December 31. We had to request an extension of the permit. We were able to get the closure extended to March 15. However, the county engineer said we had to have the job open for traffic before March 15 because the county commissioners would not give us another extension. This put me in a very awkward position because the contractor had until May 5 to complete the job.

We were lucky that we had a break in the weather and were able to do the grading, paving and asphalt membrane this time of year. I'm not sure what would have happened if we hadn't finished before March 15.

We should make sure that on future projects the counties and cities are aware of the completion dates so this situation won't happen again.

## Bid Item No. 6: Toe Trench Excavation

This was a small item and we had no problems with the excavation.

## Bid Item No. 7: Embankment In Place

The contractor used granular material and we had a break in the weather, otherwise we would never havebeen able to complete the embankment during the winter.

## Bid Item No. 8: Aggregate Base

We had no problems with this item. However, if we had not had a break in the weather we could not have completed the aggregate base during the winter.

## Bid Item No. 9: Class "B" Asphalt Concrete

This item was changed to class "C" asphalt concrete because it would have been very difficult to run a 3/4 inch lift with class "B" asphalt. The amount was increased from 40 tons to 352+ tons (see P. A. No. 4). The original estimate did not include the top lift of 1½". The top lift and two road approaches were added with Region approval.

## Bid Item 10 Thru 13: Type 2A & 3 Guardrail, Anchors & End Pieces

No problems with these items. Materials were accepted on manufacturer's certification and installed per section 606 of Standard Specifications.

Bid Item No. 14: Loose Riprap, Class 100

No problem with this item. The material was accepted on the basis of lab report no. 79-729 and placed per section 620 of standard specifications and the special provisions.

Bid Item No. 15: Bridge Removal Work

No problem with this item. Concrete and reinforcement rubble was removed from project except for some minor amounts placed under toe of the fill. Structural steel section was salvaged and delivered to Clackamas County.

Bid Item No. 16: Shoring, Cribbing, Etc.

The contractor had some problem with this item. When he drove sheet pile for bent 2 footing his sheets were to short and did not reach to solid material. Also they drifted in at the bottom and did not provide required area. He had to pull sheets and start over.

Bid Item 17: Structure Excavation

No problem except that mentioned under bid item 16.

Bid Item No. 18: Structure Excavation Below Elevation Shown

None required.

Bid Item No. 19 Thru 21: Furnish Pile Driving Equipment, Steel Piling & Drive Steel Piling

The contractor used a Delmag D-22 pile hammer and drove HP 10x42 pile to 70 tons bearing. The piling were accepted on manufacturer's certification.

Bid Item No. 22: 4' x 60'/65' Prestressed slabs

The supplier was penalized for out-of-specification slabs (see Price Agreement No. 1). These slabs were made at R. B. Johnson in Portland. The slabs had some patches that apparently froze. These had to be replaced on the project.

Bid Item No. 23: Three Tube Rail

There was a dimension error on the plans that was not detected until beams and slabs were set. This required the rail over bent 2 to be extended to match the anchor bolt spacing (see Price Agreement No. 3).

Bid Item No. 24: Reinforced Concrete Bridge End Panels

No problems with this item.

Bid Item No. 25: Asphalt Membrane

The contractor elected to use alternate B, Polyester Fiber Asphalt

Concrete. He supplied P262 fiber by E. I. Dupont DeNemours & Co., Inc. as specified by the special provisions. Aggregate was purchased from Cascade Road & Driveway who had material left from a bridge done in the Portland area last year. The mix was batched and placed by Portland Road & Driveway Co.. The tack coat was placed the evening before and this method worked very well. We had no problems with placement and compaction. Rolling was done with a 12 ton roller.

Bid Item No. 30: Structural Concrete, Class 3300

No problems with this item. Cylinders were cast for footings, caps and end panels with no failing tests.

Bid Item No. 31: Prestressed Deck Bulb Tee Beams

The beams were made at Central Premix (now Morse Brothers) in Portland. There was some problem with forms giving, on the first beam cast, causing the top flange to be wide. The supplier requested and recieved approval to adjust the widths of the adjoining beams to compensate. The beams were set with a beam launcher. There was some problem controlling the growth in width of the structure as the beams were set especially as we passed over the crown at centerline. The greatest problem was matching prestressed beams and slabs. Excessive camber required a patch over bent 2 to provide proper grade.

Bid Item No. 32: Reinforcement

No problem with this item.

AAG/rdf
cc: File

# STATEMENT OF OVERRUNS AND UNDERRUNS

PUDDING RIVER (RED) BRIDGE
FAS A616 (ARNDT ROAD)
MARION & CLACKAMAS COUNTIES
CONTRACT NO. 8712
RS- A616 (1)
PREFIX NO. 503-1099

| Bid Item No. | Item | Original Quantity | Final Quantity | % + or - |
|---|---|---|---|---|
| 1 | Mobilization | Lump Sum | Lump Sum | 0 |
| 2 | Temporary Protection & Direction Of Traffic | Lump Sum | Lump Sum | 0 |
| 3 | Temporary Signs | 153 Sq. Ft. | 157.6 Sq. Ft. | +3% |
| 4 | Temporary Continuous Rail Traffic Barriers, Reflectorized | 100 Lin. Ft. | 100 Lin. Ft. | 0 |
| 5 | Flagmen | 80 Hours | None Required | -100% |
| 6 | Toe Trench Excavation | 15 Cu. Yds. | 25 Cu. Yds. | +67% |
|  | Remarks: Additional required due to erosion caused by high water. |  |  |  |
| 7 | Embankment In Place | 420 Cu. Yds. | 408.4 Cu. Yds. | -3% |
| 8 | Aggregate Base | 110 Cu. Yds. | 161.0 Cu. Yds. | +46% |
|  | Remarks: Original estimate did not take in to account low area of existing pavement that required base rock over it on west end of structure. Also two road approaches were added on east end, with Region approval. |  |  |  |
| 9 | Class "B" Asphalt Concrete | 40 Tons | None Used | -100% |
|  | Remarks: See price agreement no. 4. |  |  |  |
| 10 | Guard Rail, Type 2A | 300 Lin. Ft. | 288.5 Lin. Ft. | -4% |
| 11 | Guard Rail, Type 3 | 100 Lin. Ft. | 100 Lin. Ft. | 0 |
| 12 | Guard Rail Anchors, Type 1 | 3 Each | 3 Each | 0 |
| 13 | Rail End Pieces, Type B | 3 Each | 3 Each | 0 |
| 14 | Loose Riprap, Class 100 | 60 Cu. Yds. | 120.5 Cu. Yds. | +101% |
|  | Remarks: Additional riprap required to fill erosion caused by high water. |  |  |  |

| | | | | |
|---|---|---|---|---|
| 15 | Bridge Removal Work | Lump Sum | Lump Sum | 0 |
| 16 | Shoring, Cribbing, Etc. | Lump Sum | Lump Sum | 0 |
| 17 | Structure Excavation | 190 Cu. Yds. | 204.5 Cu. Yds. | +8% |
| 18 | Structure Excavation Below Elevation Shown | 20 Cu. Yds. | None Required | -100% |
| 19 | Furnish Pile Driving Equipment | Lump Sum | Lump Sum | 0 |
| 20 | Furnish HP 10x42 Steel Pile<br>Remarks: All required. | 720 Lin. Ft. | 494 Lin. Ft. | -31% |
| 21 | Drive Steel Pile<br>Remarks: All required. | 720 Lin. Ft. | 541 Lin. Ft. | -25% |
| 22 | 4'x60'/65' Prestressed Slabs | 11 Each | 11 Each | 0 |
| 23 | Three Tube Metal Railing<br>Remarks: Rail measured and paid per standard drawing 27046. | 437 Lin. Ft. | 450 Lin. Ft. | +3% |
| 24 | Reinforced Concrete Bridge End Panel | 196 Sq. Yd. | 198 Sq. Yd. | +1% |
| 25 | Asphalt Membrane | 850 Sq. Yd. | 840.8 Sq. Yd. | -1% |
| | 26 through 29 alternate "A" not used. | | | |
| 30 | Structural Concrete, Class 3300 | Lump Sum | Lump Sum | 0 |
| 31 | 115'/120' Deck Bulb Tee Prestressed Beams | 7 Each | 7 Each | 0 |
| 32 | Reinforcement | Lump Sum | Lump Sum | 0 |
| PA. No. | | | | |
| 1 | Reduce Price For Non-Spec. Slabs | Lump Sum | Lump Sum | 0 |
| 2 | Correct Engineering Error | Lump Sum | Lump Sum | 0 |
| 3 | Lengthen Three Tube Rail | Lump Sum | Lump Sum | 0 |
| 4 | Eliminate Bid Item No. 9 And Establish A Price Per Ton For Class "C" Asphalt | 352 Tons | 349.3 Tons | -1% |

May 4, 1978

Clackamas County
Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attn: Mr. John McIntyre
Director of Public Works

Gentlemen"

On April 27, 1978, a satisfactory bid was received from A. K. Lundmark and Son, Rt. #1, Box 175, Colton, OR 97017 for the Pudding River (Red) Bridge Section FAS A616.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Bid Items | $269,023.00 |
| Permanent Pavement Striping | 500.00 |
| Temp. Erosion Control | 1,000.00 |
| State Responsibility for Damages | 250.00 |
| Roadside seeding and mulching | 500.00 |
| Contingencies 4½% | 12,207.29 |
| Engineering 9% | 24,414.57 |
| TOTAL | $307,894.86 |

264,789

County's Advance Deposit:
7% of $307,894.86 = $21,552.64 or say $21,600.00

Please make your check for $21,600.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434-Transportation Building, Salem, Oregon 97310, prior to May 19, 1978. Contract will be awarded upon receipt of the advance deposit.

Very truly yours,

For G. W. Wimer
Local Government Manager

FH:dmc

bc: w/att: Jon Rose
Vern Skoog AD 417

8712.

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 11, 1978

H. S. Coulter

**FROM:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

**TO:** FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
   FAP No. M-000C(4)
   Multnomah County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
   Arndt Road
   Clackamas and Marion Counties

   Structure and approaches.

   Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways
   Clackamas County

   Paving

   Because of a lack of demonstrated need, a bikeway is not being established at this time.

   Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
Oregon Coast Highway
Coos County

Painting.

Same as No. 1.

5. Old Coast Highway-Boat Basin Road
Lower Harbor County Road
Curry County

Grading and paving.

Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
The Dalles-California Highway
Deschutes County

Grading and paving.

Four-foot shoulders provided on this project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
Oakland-Shady Highway
Douglas County

Grading, paving, signals.

Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
John Day Highway
Gilliam County

Aggregate crushing.

Same as No. 1.

9. Dayville Rock Production
John Day Highway
Grant County

Aggregate crushing.

Same as No. 1.

10. Main St at Canyon Blvd (John Day)
John Day Highway
Grant County

Traffic signals.

Same as No. 1.

11. S Ashland Intchge-California State Line
Pacific Highway
Jackson County

Paving.

Same as No. 1.

Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
City Streets
Jackson County

Grading and paving.

Twenty-eight-foot curbed section.

Same as No. 6.

13. Wolf Creek Tavern State Wayside
Josephine County

Grading, paving and sewers.

Same as No. 1.

14. Armitage State Park
Lane County

Buildings.

Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
Santiam Highway
Linn County

Grading and paving.

The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
Calapooia River Road
Linn County

Grading and structure.

Four-foot shoulders provided on this section.

Same as No. 6.

17. Crooked Creek
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

18. Hot Springs Road-McDermitt
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
East Portland Freeway
Multnomah County

Grading and paving.

Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8712

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-5-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
A616(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70320

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED
1-24-77

DATE AUTHORIZATION EFFECTIVE
4-5-78

FEDERAL ROUTE NUMBER
Secondary A616

STATE ROUTE NUMBER
CountyRoad

GENERAL LOCATION:
"Pudding River (Red) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. D. E. Swan dated March 31, 1978 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Swan
4-10

DATE
4-5-78

SIGNATURE OF APPROVING OFFICIAL
G. K. Hoesner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5712

FAS

PUBLIC WORKS
DEPARTMENT OF
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

March ~~10~~ 22, 1978

1 Versteeg ✓
2 Christensen DOC ✓ WE
Georgs
Olson
Turpin
Sullivan JWS
3 Scott
Savage
Trout

RECEIVED
MAR 23 1978
ENGINEERING SECTION

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Action

Mr. Jon Rose
Federal Aid Engineer
Dept. of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, OR 972013

I have discussed with Mr. Bill Ockert, Transportation Director from CRAG, Clackamas County's request to combine the three Off-Systems Projects of Naef, Vineyard and Boardman Avenue into a single contract bid letting. Please be advised that Mr. Ockert indicates that since all three projects have been included in the transportation improvement program, and since the scope of all three projects is unchanged, no problem exists. Clackamas County is, however, bound to the maximum dollar allocation to the three projects in total which is $225,000.00 with the allowance for a 10% overrun. I am therefore requesting that the three Off-System projects be combined into a single bid-letting.

Regarding the Red Bridge FAS project, I am also requesting that the steel-plate girders and the steel floor beams on Red Bridge be marked and dismantled in such a manner that they can be salvaged by Clackamas County. The County has two deficient bridges that could be corrected by utilizing this salvaged material. Clackamas County will coordinate with the successful bidder on the Red Bridge project to pick up the plate girders and floor beams during the actual dismanteling process or the County will work with the contractor in designating an area adjacent to the bridge site for placement of the salvaged material until it could be picked up by the County.

JOHN C. McINTYRE - Director of

By Winston W. Kurth

WINSTON W. KURTH - County Engi

/ro

PROJECT MANAGEMENT
PME ☐ CCE ☐
LGE ☑ FAE ☐
MAR 22 1978

cc Christensen
Swan

File: PM 3/23/78
LG
WNP

TAA Prange

To: GERRY WIMER
Date 3-22-7

From: JON ROSE, METR

[✓ Program Mgmt.] Traffic Region 1

Comments: This is Clackamas County's request to include the 3 subject SOS Projects in one contract an it indicates that CRAG finds this acceptable. CRAG (Bill Pett also confirmed this by telephone Please take appropriate action.

Jon Rose

5712

FAS A616

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/78
Donald L Rost

4-22-78 Bid Letting ______________ All Clear Deadline

SECTION PUDDING RIVER (RED) BRIDGE
Highway FAS A616 Arndt Rd.
County Clackamas Co. Region M
Type of Work Structure Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☐ | ☒ | ☒ | ☒ | ☒ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☐ | ☒ | ☒ | ☒ | ☒ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☐ | ☒ | ☐ | ☐ | ☒ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
|  | ☐ | ☐ | ☐ | ☐ | ☐ |
|  | ☐ | ☐ | ☐ | ☐ | ☐ |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ |

Date 3-17-78 **PROJECT MANAGEMENT OFFICE MEMO** Note - April letting

Subject Pudding River (Red) Br File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Winston Kurth Phone 655-8521

Reason for contact and general discussion:

Sees no objection to specifying gas line removal by June 10. This saves NWN Gas $15,000 per Jack Cartwright. Art Brummitt & D Ridings were agreeable. Jack will followup

cc Marion Craft - Hope you have no objection. Knew you were meeting so didn't try to call 3/17/78 RHP

Signature A Nimeir

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

✓ M Bo

8712 FAS 616

**STATE OF OREG N**
DEPARTMENT OF TRANSPORTATION

**INTERC ICE MEMO**
Metropolitan Branch

TO: J. H. VERSTEEG, Head
Engineering Section

ATTENTION: Duane Christensen
Final Design Engineer

DATE: February 22, 1978

FROM: ROBERT T. EWEN Robert T. Ewen
METRO Location Engineer

Art
Tom - file copy
O.b.

SUBJECT: Red Bridge FASC Project
Clackamas County
Prefix: 503-1934

As per our telephone conversation this a.m., I confirm the following. I have discussed with Winston Kurth, Clackamas County Engineer, implementation of road work to the east of Red Bridge as a replacement for the special flood relief drains we had in the original project.

Mr. Kurth and I concurred that we should proceed with bridge contract under our present survey and project limits as soon as possible and that a future project be programmed for correction of the curve and drainage to the east of Red Bridge. Clackamas County is now searching the records in an attempt to find the old location survey data. As soon as it is received, the project request and supporting data will be submitted for a new project to provide the additional flood relief east of Red Bridge.

ja
cc: Winston Kurth, Clackamas County Engineer
R. R. Cameron

REFERRED TO
Beard ____ Dorn ____
✓ Cole ____ Sample ____
Eriksen 7.E. ____ Watson ____
Hager ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

set up for April letting. DDL

1 Versteeg ____
2 Christensen DDL
____ George ____
____ Olson ____
____ Terpin ____
3 Sullivan JWS
____ Scott ____
____ Savage ____

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ENGINEERING SECTION

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FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 20, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Pudding River (Red) Bridge Section
FAS A616 (Arndt Road)
Clackamas & Marion Counties

TO: MEMO TO THE FILES

Reference Memo of January 19, 1978 meeting on above subject. A telephone call was received from Mr. Rod Wichman on Friday afternoon, January 13, 1978, confirming the following:

1. The existing abutment and wingwall at the easterly end of the present structure should be modified and retained to provide similar water flow as now exists.

2. The triple 12'x8' box culvert should be deleted from the project.

Mr. Wichman further advised that the County would like to use the money originally allocated for the triple box culvert to construct an overflow bridge at the curve easterly of the Pudding River crossing. He also indicated that if field work, re-design, right-of-way and revised assessment, etc. can be completed in time for a June letting, they would like to hold off letting the present contract in February and contracting it all at one time. The County has already done some field work and will review the need for additional field work.

Mr. Wichman was requested to provide us with a letter confirming their desires.

Mr. Thompson of the Structures Section was requested to call Mr. Wichman on Friday, January 13, and discuss the structure requirements so that an estimate could be prepared.

On Monday, January 16, Mr. Prange of City-County and Mr. Jon Rose, Region Federal-aid Engineer, were advised of the previous meeting and the County's desires to modify the project. Mr. Rose was requested to contact the County and provide assistance if required to speed the work along.

Based on the above, the project should be re-scheduled for the June, 1978 bid letting.

DOC:fw
cc: D. H. Moehring - w/attach.
C. O. Fredrickson
L. L. Wallace
Richard Lenz
Jon Rose - w/attach.
Gary Potter - w/attach.
Ron Wichman
Fred Eriksen

1 Versteeg ✓
Christensen
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Olson
Turpin
Sullivan
Scott
Savage

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FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 19, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Pudding River (Red) Bridge Sec.
FAS A616 (Arndt Road)
Clackamas and Marion Counties

TO: MEMO TO THE FILES

The project was reviewed the morning of January 13, 1978, in the Engineering Section Office. The following were in attendance.

| | |
|---|---|
| Rod Wichman | Assistant Clackamas County Engineer |
| Charles Fredrickson | Region 2 Engineer |
| Robert Royer | Region Construction Engineer |
| Duane Christensen | Final Design Engineer |
| Jack Sollis | Assistant Attorney General |
| Ted Thompson | Supervising Design Engineer, Structures |
| Jeff Drago | Assistant Resident Engineer |
| Richard Lenz | Hydraulics Engineer |
| Steve Macnab | Assistant Hydraulics Engineer |
| Fred Eriksen | Design Engineer Supervisor |

Duane Christensen outlined the current status of the project.

1. That Mr. Sollis is presently settling a lawsuit brought by the landowner downstream from the bridge. The owner claims his property has been damaged by the raised county road grade and present culvert and bridge waterways which have increased the volume and velocity of the river adjacent to his property.

2. That the settlement of this claim will be compensation for past and future damage resulting from the county road embankment and structures as they presently exist.

Mr. Sollis indicated the proposed improvements should not alter the present conditions or we would be vulnerable to another suit.

Mr. Lenz pointed out the plank wingwall upstream from the easterly abutment and indicated the abutment and the wingwall should be retained. It may be that the top of the abutment will have to be removed to clear the new structure but as much as practical should remain.

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The bridge as presently designed is suitable for the present situation. It will only require minor change to the top of the existing easterly pier. The existing westerly pier will be removed and a new pier constructed about 15' to the east. This change of pier locations will not have an adverse effect on the stream flow according to the Hydraulics Unit.

Mr. Lenz and Mr. Macnab indicate they do not believe adding the triple 12' x 8' box culvert to the project will improve the flooding condition at this location enough to warrant the cost. Under flood conditions water on the upstream end is about 18" higher than the downstream end. Adding the triple box would lower the water on the upstream end about 6".

Mr. Wichman said he would inform Mr. Kurth, County Engineer, of the recommendation that the triple 12' x 8' box culvert not be constructed.

The county has been planning to reconstruct a section of the road at the curve east of the Pudding River crossing. This project would include a bridge that would handle overflow flood water in that area. The county would like to construct this section if the triple box culvert construction is abandoned.

Mr. Wichman will inform us of Mr. Kurth's decision on the triple 12' x 8' box culvert and advise us on the present status of survey work at the curve location.

FE:jh
cc: To All Participants

8712

L

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

January 18, 1978

Oregon State Highway Dept.
State Highway Building
Salem, Oregon

Attention: D. O. Christensen

Subject: Arndt Road - Red Bridge Project in Clackamas County

In response to our meeting of January 13, 1978 in the State Highway Department in Salem, I would like to confirm the following;

1. Clackamas County supports the State Highway Department's suggestion of leaving the existing bulkhead in place in the Pudding River to maintain stream flow conditions in their present state.
2. Upon receiving the results of Dick Lentz, State Hydrologist, we are requesting your department to delete the construction of new box culverts which were located west of Red Bridge.
3. We request that you initiate a design to replace the bridge east of Red Bridge which we call the Slough Bridge on the alignment as previously proposed attempting to keep the cost of the project in the range of the cost of the deleted box culverts.

If you feel these changes would result in an increase in the total cost of the project or if the time required to prepare a new plan would delay the project more than three months, we hereby request that the Red Bridge project proceed on its own and the Slough Bridge and realignment be done at a later date. Please keep me advised of the progress on this project.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

ro

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1 Eriksen F.E. ____ Watson ____
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[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen
George
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JAN 23 1978
ENGINEERING SECTION

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Bring Up ___/___/___
Action ____

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

Copy to structural Design
1-25-78 F. Eriksen

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

OHN C. McINTYRE
IRECTOR

ON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

MA PDM PDE TSE SPC
ODOT - METRO
JAN 9 1978
AM PPS

PROJECT MANAGEMENT
PME ☑ LGE [✓ ☐] CCE ☐ FAE ☐ OM ☐ OPE ☐
FILE T/A JAN 10 1978 B
TAA ______ File: PM FA LG OP

January ~~5~~ 9, 1978

Jon Rose
Federal Aid Engineer
Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Enclosed please find Clackamas County approval of preliminary plans on Red Bridge, FAS project.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth
WINSTON W. KURTH - County Engineer

/rn

Encl.

cc. D.O. Christensen

To: GERRY WIMER
Date JAN. 9 '78
From: JON ROSE, METRO
[✓ Program Mgmt.] Traffic Region 1

Comments: Attached is approved set of preliminary plans for Red Bridge project, returned by Clackamas County.
Marion County approved bridge plans (sent to you Dec. 29) and has been in contact with Clackamas County.
Jon Rose

| PUDDING RIVER (RED) BRIDGE SEC.<br>FAS A616 (ARNDT RD.)<br>CLACKAMAS & MARION COUNTIES | | | | | SHEET No.<br>1 |
|---|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | | TOTAL SHEETS |
| 10 | OREGON | | | | See Index |

FAS-C

1-5-78

PRELIMINARY COPY
DEC 12 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OF OREGON

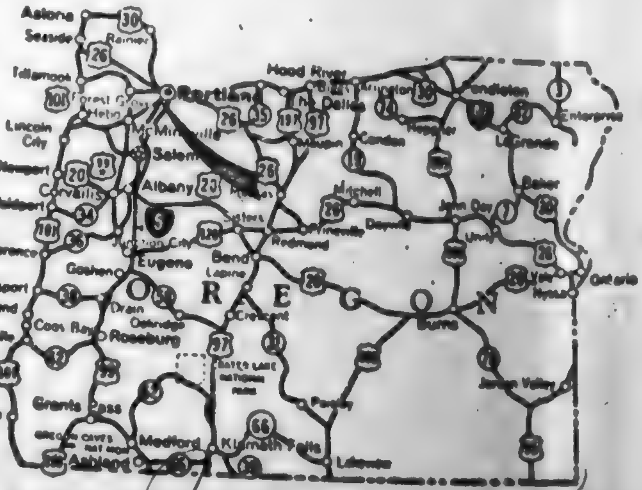
HWAY DIVISION

PROPOSED PROJECT

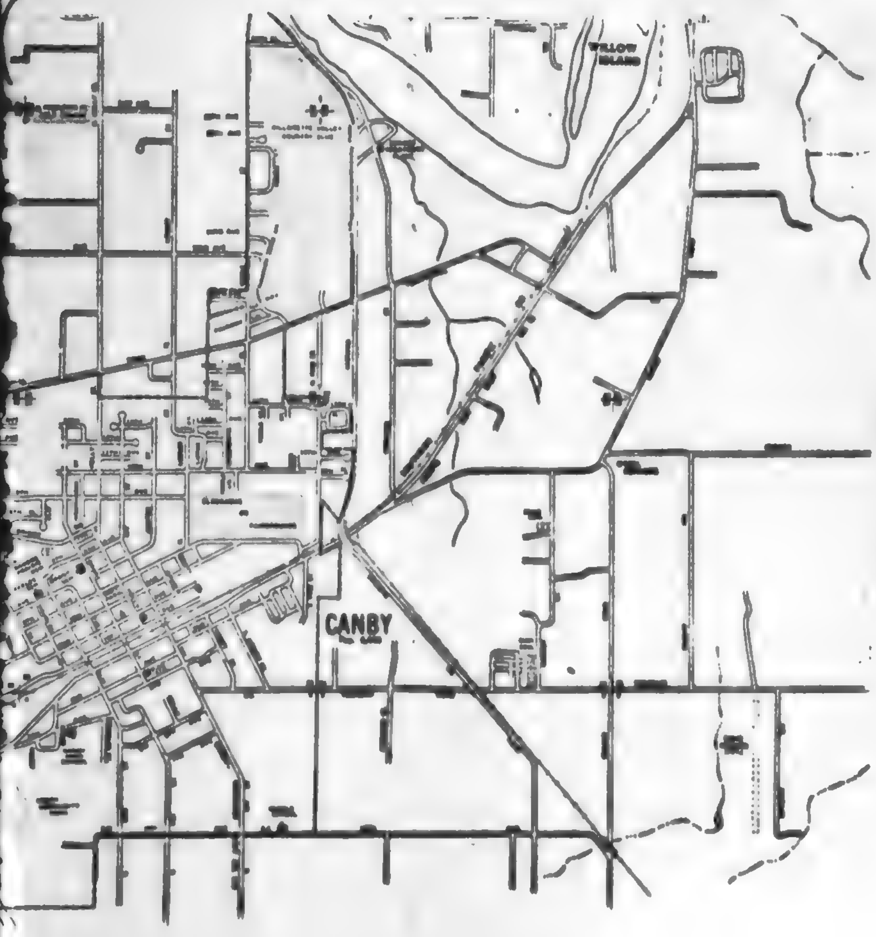
# (RED) BRIDGE SEC.

## 16 (ARNDT RD.)

## & MARION COUNTIES



APPROVED January 5 1978
BOARD OF COMMISSIONERS OF Clackamas COUNTY
BY Ralph Groener
COMMISSIONER
COMMISSIONER
Stan Skoko
COMMISSIONER



ketch Map
2000 4000 6000 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

**OREGON TRANSPORTATION COMMISSION**

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Michael P. Hollern | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

| PUDDING RIVER (RED) BRIDGE SEC.<br>FAS A616 (ARNDT RD.)<br>CLACKAMAS & MARION COUNTIES | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

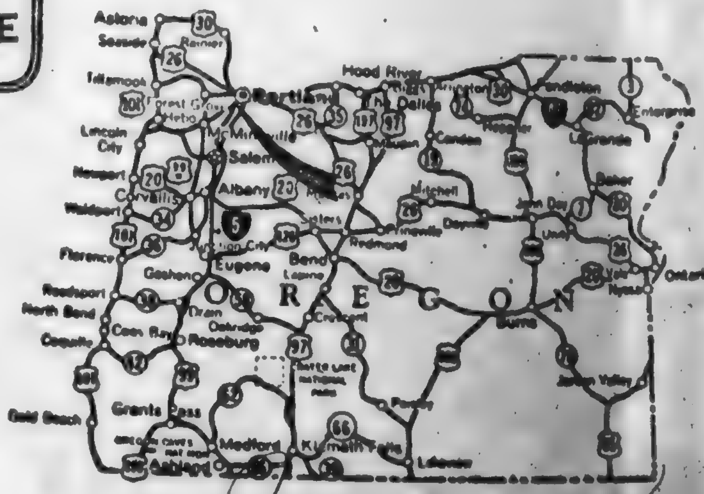
FAS-C

1-5-78

PRELIMINARY COPY
DEC 12 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

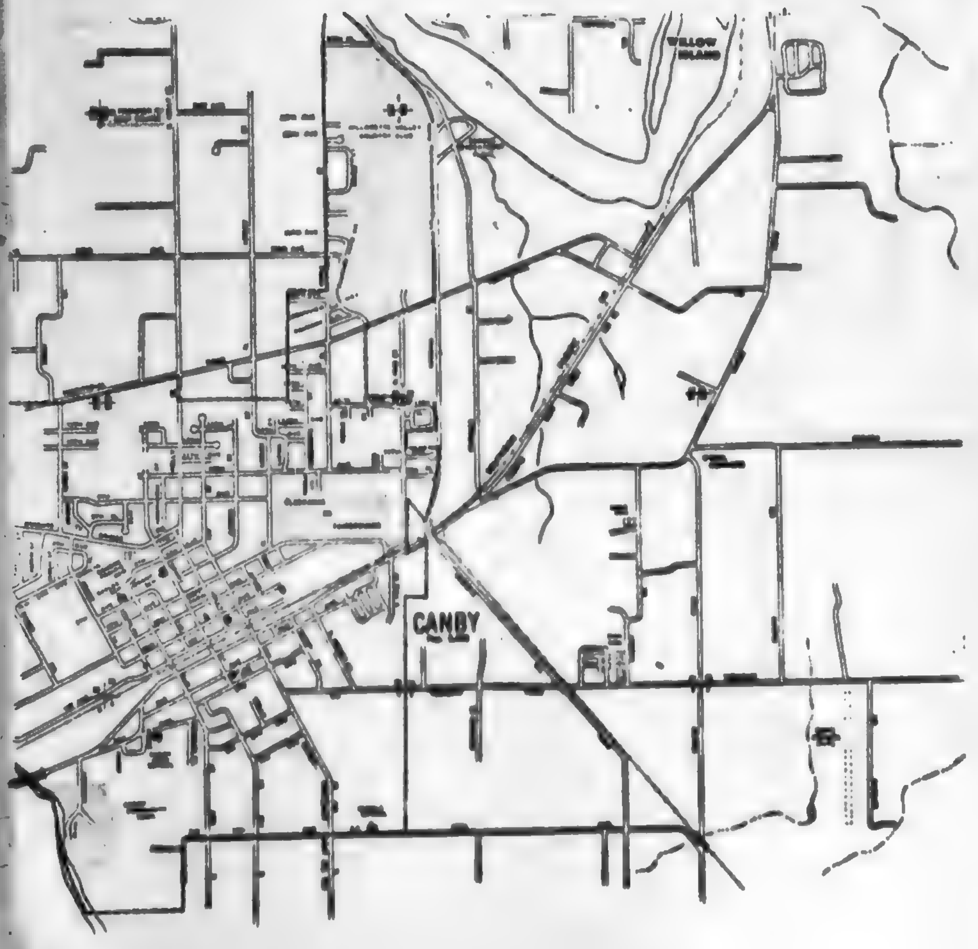
E OF OREGON
GHWAY DIVISION
OR PROPOSED PROJECT

# ER (RED) BRIDGE SEC.
## A616 (ARNDT RD.)
### MAS & MARION COUNTIES


Astoria
Seaside
Rainier
Tillamook
Forest Grove
Hillsboro
Portland
McMinnville
Hood River
The Dalles
Pendleton
La Grande
Enterprise
Lincoln City
Newport
Salem
Albany
Corvallis
Waldport
Florence
Eugene
Bend
Redmond
Baker
Ontario
Reedsport
North Bend
Coquille
Coos Bay
Roseburg
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Burns
Jordan Valley
O R E G O N

APPROVED *January 5* 19*78*
BOARD OF COMMISSIONERS OF *Clackamas* COUNTY
BY *Ralph Groener*
COMMISSIONER

COMMISSIONER
*Stan Skoko*
COMMISSIONER


WILLOW ISLAND
N
CANBY

Sketch Map
2000 4000 6000 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER

EDGAR S. HUNTER

| | |
|---|---|
| H. S. Coulter | STATE HIGHWAY ENGINEER |
| E. S. Hunter | TECHNICAL SERVICES ENGINEER |

**OREGON TRANSPORTATION COMMISSION**

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Michael P. Hollern | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

12-15-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. FAS-A616
Project Name Pudding River (Red) Bridge
Arndt Road 503

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

∅ ☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

B ☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 15th day of December, 1977

cc D.E. Swan
CT Keasey
Jim Lindsay

County of CLACKAMAS
BOARD OF COUNTY COMMISSIONERS

~~County Judge~~/Chairman

Ralph Groener
Commissioner

Stan Skoko
Commissioner

Certified By:

Kenneth Polk
Regional Right-of-Way Supervisor
Date 12-21-77

N ✓

NOTED
F. C. LOWE

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

2712

12-8-77

✓ Versteeg
✓ Christensen NDC
George
Olson
Terpin
Sullivan
✓ Scott
Savage

RECEIVED
DEC 12 1977
ENGINEERING SECTION

✓ Trout
Do Not File ☐
Return To
Bring Up
Action

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

OHN C. McINTYRE
IRECTOR

ON D. BROADSWORD
perations Director

WINSTON W. KURTH
County Engineer

AVID J. ABRAHAM
tilities Director

ICHARD L. DOPP
evelopment
ervices
Administrator

December 2, 1977

MA PDE TSE SPC
ODOT - METRO
DEC 06 1977
PPS FILE T/A

CC. Bridge Sec.
Engineering Design

Donald R. Adams
Project Development Manager
Department of Transportation
Metropolitan Section
5821 N. E. Glisan
Portland, OR 97213

REFERRED TO
Beard
Dorn
Cole
Sample
Eriksen
Walton
Hager
Iau
Bryan
Discuss
Do File Copy
BY FINAL DESIGN ENGINEER

Enclosed please find preliminary plans approved by Clackamas County for Red Bridge Replacement and additional overflow culverts.

The right-of-way requirements sent to us by the State have been acquired.

The engineering division has requested that an alternate of a monolithic deck and beam be allowed for Red Bridge Replacement.

Access to properties between the concrete box culverts and Red Bridge must be maintained from one direction.

A temporary closure of this road would be allowed if the contractor will expedite his work to minimize length of closure.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engin

ro

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
DEC 9 1977

File: PM FA LG OP

TAK Bryan Olson
Have Ser consider request

To: GERRY WIMER
Date DEC. 8,
From: JON ROSE
METI
[✓ Program Mgmt.] Traffic Region 1

Comments: Clackamas County's notes a
Red Bridge project. Some problem
relating to access during constructi
and acquisition of Right of Way wil
require coordination between Clackama
and Marion Counties.

Jon Rose

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

December 7, 1977

Telephone 238-8250

SENT TO THE ATTACHED SHEET

FAS-6

Subject: Limitation on Federal Participation Engineering Charges Performed by Local Agencies

There appears to be some misunderstanding by a few cities and counties throughout the state concerning federal regulations related to participation in engineering costs. This letter is a reminder.

Where a local agency uses its own personnel to perform engineering on its own Federal Aid project, federal funds will participate in those costs which are directly related to the project. Those items normally considered to be overhead, such as building rental, maintenance, general administration, supervision and similar general expenses, are not eligible for federal participation. Where an employee received all or a portion of his pay from another federal agency (as in the case of CETA or similar programs), only those salary costs actually paid by the local agency are eligible for federal participation.

All Federal Aid highway projects are subject to audit and charges to projects should comply with federal requirements to avoid the need for later adjustment. If you have questions on this, please don't hesitate to call.

Jon Rose

JON ROSE
Federal Aid Engineer

JR/ldo

cc: Region 1
Gerry Wimer

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
DEC 9 1977
File: PM FA
TAA ________ LG OP

WINSTON KURTH
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

OLIVER DOMREIS
Multnomah County
2115 Southeast Morrison
Portland, OR 97214

JOHN CROCKETT
Washington County
150 N. First Avenue
Hillsboro, OR 97123

SAM HOLLINGER
Columbia County
P. O. Box 569
St. Helens, OR 97051

JIM LYON
Hood River County
P. O. Box 457
Hood River, OR 97031

JOHN LANG, Highway Coordinator
City of Portland
400 Southwest Sixth Avenue
Portland, OR 97204

VICTOR ERLICH, Engineer
City of Beaverton
4950 Southwest Hall Boulevard
Beaverton, OR 97005

JOHN BURDETT
Director of Public Works
City of Forest Grove
Forest Grove, OR 97116

GEORGE SHELLEY, Recorder
City of St. Helens
P. O. Box 278
St. Helens, OR 97051

KEN FERGUSON
Director of Public Works
City of Canby
Canby, OR 97013

WINK BROOKS
City of Tualatin
Tualatin, OR 97062

JOHN GODSEY
City of Hillsboro
Hillsboro, OR 97123

## OREGON STATE HIGHWAY DIVISION
### Location Section
### Surfacing Design Unit

Section: Pudding River (Red) Br.

Highway: F.A.S. A616 Arndt Rd.

County: Clackamas

Prefix: 503-1934

Res. Engr. __________

Date November 28, 1977

Ten Year Traffic Coefficient 6.6

18 kip s.a. per day 19.6

R value 9

Frost Penetration - - - -

CBE Total Requirement 21.5"

### STRUCTURAL SECTION
### NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0 |
| 4.0" | A.C. (Cl. B) | 8.0 |
| 10.5" | A.B. | 10.5 |
| 16.0" | | 21.5" |

Note: On the widening portion of the project, no overlay is planned, the new work will match the existing surfacing.

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | = 2.0" Aggregate Base |
| 1.0" | Cement Treated Base | = 1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | = 1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | = 1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | = 1.5" Aggregate Base |
| 1.0" | Oil Mat | = 1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | = 1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | = 0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☑ OPE ☐
NOV 30 1977
File: PM FA LG OP
PAA __________

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: Mr. R. N. Bothman
Regional Engineer

DATE: November 18, 1977

Thompson

FROM: T. G. Thompson
Supervising Design Engineer

SUBJECT: Pudding River Overflow
Pudding River (Red) Bridge
Arndt Road (FAS-A616)
Clackamas and Marion Counties
Bridge No. 16325

Enclosed are six reduced prints of Drawings 33056 and 32846, which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $127,000.

Foundation information is being forwarded with structure plans for Pudding River (Red) Bridge, Bridge No. 6521A.

Total waterway opening provided is 381 square feet through four 12'x8' reinforced box culverts as recommended by the Oregon State Highway Division Hydraulics Section.

These are being sent to you to obtain approval from Clackamas County and Marion County. Please return one set from each county to this office as soon as possible, stamped to indicate approval by the County Commissioners.

It is planned to call for bids on this section on February 23, 1977.

?

cc: H. A. Schell w/ 1 encl.
Final Design w/ 1 encl.
Maxine Banks w/ 1 encl.
County-City Unit ✓

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 21 1977 Rp
File: PM FA
LG OP
TAA HAL

81-125-1387

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** Mr. R. N. Bothman
Metropolitan Engineer

**DATE:** November 18, 1977

**FROM:** T. G. Thompson
Supervising Design Engineer

**SUBJECT:** Pudding River (Red) Bridge
Pudding River Bridge Section
Arndt Road-FAS A616
Clackamas and Marion Counties
Bridge 6521A

Enclosed are six reduced prints of drawings 33055 and 32845, which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $298,000.

Two copies of the foundation report are enclosed.

The new structure will provide a slightly larger waterway area than is provided by the existing structure. Additional hydraulic data will be furnished when it becomes available.

These are being sent to you to obtain approval from Clackamas and Marion Counties. Please return one set of drawings from each County to this office as soon as possible, stamped to indicate approval by the County Commissioners.

We plan to call for bids on this section on February 23, 1978.

GWV:dh
Enclosures

cc H. A. Schell /w/ 1 set
Final Design /w/ 1 set
Maxine Banks /w/ 1 set
County-City Unit

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LCE ☐ TAE ☐ OPE ☐
NOV 21 1977
File: PM FA
LG GP
I.M. ______

81-125-1387

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

HIGHWAY BUILDING, SALEM, OREGON 97310

October 7, 1977

Mr. Wilbur Schick
Chief of Right of Way
Dept. of Public Works
Clackamas County
902 Abernethy Road
OREGON CITY OR 97045

Files 49880 & 49881
Pudding River (Red) Br. Sec.
Arndt Road (Co. Rd.)
Clackamas and Marion Counties

Dear Mr. Schick

As discussed in our telephone conversation last Wednesday, we have prepared and enclose in triplicate two Easement for Drainage Facilities forms for your use on the Pudding River (Red) Bridge Section, Arndt Road Project.

The paragraph following the description gives Clackamas County the right but not the obligation to maintain the drainage facilities.

Trust these will be sufficient for your needs in this particular area.

I was not able to talk with the designer for this project so our official descriptions still show the easements are required for channel change purposes.

Please send us a copy of the signed easements with the recording information so we may complete our records.

Yours truly

Ruth Keller
Document Supervisor

RK:nn
Enc.
cc: Bill Sample
Ken Rolfe
✓ Don Harwell
Rod Henry

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 10 1977
File: PM FA
LG OP
TAA

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM E-30X

Don Harwell
Proj. Mgmt office

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

**Portland, Oregon 97202**

DATE September 2, 1977

TO Frank Lowe
Federal Aid Officer
~~DOT~~ - Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Files 49880 & 49881
Pudding River (red) Bridge Section
Arndt Road (County Road)
Clackamas & Marion Counties

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
SEP 7 1977
TAA FM FA
LG C

The right of way programming estimate for these two files is as follows:

| | | | |
|---|---|---|---|
| File 49880: | Land - 4,000 s.f. | = | $200 |
| | Improvements: | = | 0 |
| | Total | = | $200 |
| File 49881: | Land - 4,000 s.f. | = | $200 |
| | Improvements: | = | 0 |
| | Total | = | $200 |

There is no relocation.

These files will be appraised and bought by Clackamas County and there will be no service agreement. The options have been turned over to Clackamas County. The County will have to get their own preliminary title reports to be sure the grantor names are correct. When this is determined, I would suggest that Wilbur Schick advise Ruth Keller in order that she could prepare the appropriate channel change easement document, so that the County could have them signed during negotiations.

KR:kf

cc Wilbur Schick
Adele Egan
Don Harwell, City-County, Proj. Mgmt. Office, Salem

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 22, 1977

FROM: Adele L. Egan
Right of Way Office Manager

TO: Ken Rolfe
Reg. R/W Supervisor

REGION I

SUBJECT: Files 49880 & 49881

Pudding River (Red) Bridge Sec.
Arndt Road (Co. Rd.)
Clackamas and Marion Counties

Attached you will find two original Option forms in sextuplet covering right of way to be acquired in connection with Pudding River (Red) Bridge Section of Arndt Road in Clackamas and Marion Counties. This is a FAS-C project and is scheduled for letting in the second quarter of 1978.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Will you be writing up a Service Agreement?

If you need a special option or easement for the County, let us know if we can help.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of August 17, 1977.

We are attaching three prints of a section of Map 9B-7-14 covering this area and bearing our date of August 19, 1977.

| File No. | Name | Area |
|---|---|---|
| 49880 | Donald G. & Hester G. Osburn | 4,000 sq. ft. |
| 49881 | Olive A. Winterburn | 4,000 sq. ft. |

AC:nn
Enc. 2 Options, etc.
cc: Ed Hardt/2 prints
Milner Mead/1 print & Auth. List
Frank Lowe
Title/1 print
Armand Riveness/Exhibit
✓ Don Harwell

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
AUG 22 1977
File: PM FA
LG OP
TAA ______

FAS-C

# NARRATIVE REPORT
Pudding River (Red) Bridge Section
Arndt Road
Clackamas and Marion Counties
Prefix: 503-1934
July 5, 1977

Attorneys have the file

This survey is to provide vicinity maps and data necessary to prepare plans for replacing the existing Pudding River Bridge and to add approximately 300 square feet of area for flood relief.

A triple 12' x 8' RCBC is proposed just cost of an existing single 12' x 8' RCBC. Channel easements are needed at both the inlet and outlet of the proposed triple box culvert.

Clackamas County proposes closing Arndt Road during construction of the box culvert and bridge.

However, access must be provided at all times to the land adjacent to the road between the bridge and the proposed box culvert.

RC:ja

**JAMES A. REDDEN**
ATTORNEY GENERAL

**JAMES W. DURHAM**
DEPUTY ATTORNEY GENERAL

**DEPARTMENT OF JUSTICE**
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

April 1, 1977

Don Harwell
County-City Engineer
207 Transportation Building
Salem, Oregon 97310

Re: Hunt v. State of Oregon (L 7433)

Dear Mr. Harwell:

I forward herewith a copy of a Complaint in Inverse Condemnation that was served on Mr. Klaboe on March 25, 1977. As you will see, the plaintiff claims that her property was damaged and taken as a result of the construction of a bridge and bridge approaches over the Pudding River on Clackamas County Road No. 619 (Arndt Road). Clackamas County is also a defendant in this case.

I assume that the state was involved in some phases of the planning and construction of the road improvement. I also assume we must have some county-state agreements related to the same. Please supply me with copies of any agreements with Clackamas County, and/or Marion County.

NOTE
Agreement
Sent
4-5-77 per
Les's request
he will have
Holland call
on this soon
Don H.

I would also appreciate any background information that you may have about this project or this particular property owner. I would appreciate having the information at the earliest possible date. Our first appearance in this case is due April 11, 1977.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:baw
Enclosure

P.S. Bob Holland Will handle This Case.

8712 9

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A616(1)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70320

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO Rulien
FOR
R/D D/R Sen

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 1-24-77 | 1-24-77 | Secondary A 616 |
| | | STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:
"Pudding River (Red) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering, one bridge and overflow culvert and utility adjustments.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work. TEC $10,000 FF $8,850
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1-12-77 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $460,000 - Federal funds $394,680 in accordance with the provisons of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 1-24-77 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE

8712

8

PRO 6-2

January 12, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer
ORIGINAL SIGNED BY
D. E. SWAN

SUBJECT Program Data Submission
Item No. 70320
Project No. RS-A616(1)
Pudding River (Red) Bridge Section
Clackamas County

Attached is data for the subject project.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal Aid Act.

One copy each of the State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval were previously forwarded.

We requested the following:

(1) Authorization to proceed with all phases of the preliminary engineering as programed at an estimated total cost of $10,000 with an obligation of $8,580 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $460,000 with an obligation of $394,680 in federal funds.

DRN:ljt
Attachment

cc: W. J. Hart, Region 1
D. E. Swan
H. Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

**FEDERAL-A**

January 12, 1977

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>Co. Rd, 1.2 mi W. Canby (Pudding Rv. 'Red' Br.)<br>21 69 | **ADT** | PRESENT<br>1,900<br>DHV'-230 | FUTURE<br>3,250<br>(66) (70 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>PE, One Bridge & O'flow Culvert<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL<br>(7 |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME |
| | NAME OF URBAN AREA<br>---<br>17-31 | ROUTE NO. S \| FEDER<br>A6 |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI *(Full description)* | MILES | ESTIMATED PROJ TOTAL ESTIMATED COST | FEDERAL FU |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-18) | 19 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | 0.23 | 10,000 | 8,580 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>X080<br>X028 | | "Pudding River (Red) Bridge Section" | 0.23 | 460,000 | 394,680 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>DRH | PROJECT TOTALS | 0.23 | 470,000 | 403,260 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

## FEDERAL- AID PROGRAM DATA

, 1977

|  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
| 68 | **ADT** | PRESENT<br>1,900<br>DHV'-230 | FUTURE<br>3,250<br>(66) (70) | YEAR<br>96<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) |

| APPN CODE | ITEM NO. |
|---|---|
| 075<br>(4) (9) | 70320<br>(14) (18) |

| Y AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only<br>POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|
| (68) | (70) | (71) | (72) (73) | (74) (75) | RS-<br>14 23 | A616<br>7 | (1)<br>13 | (24) (26) | 27 |

COUNTY NAME Clackamas CODE 005 (14) (16)

ROUTE NO. S FEDERAL-AID A616 (32) STATE Co. Rd. (36) (37) U.S. --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|
| (54) (58) | (59) (66) | (67) (75) |  |  |  |
| 0.23 | 10,000 | 8,580 | 1,420 |  | Util. adj. & prep. work as required. |
|  |  |  |  |  |  |
| 0.23 | 460,000 | 394,680 | 32,660 | 32,660 (Co.) | ROW-100 min.;<br>Access Control-none;<br>Parking Restrictions-none. |
| 0.23 | 470,000 | 403,260 | 34,080 | 32,660 (Co.) |  |
|  | (16) (23) | (24) (32) |  |  |  |

REMARKS

-over-

## PUDDING RIVER (RED) BRIDGE SECTION

## PROJECT NO. RS-A616(1)

**Existing Facility:**

Red Bridge No. 6521 -- Three 29' concrete approaches on timber pile bents with 100' thru steel girder center span. Length 187', HC 20', Loading H-15.

**Adjacent Sections:**

Arndt Road (FAS A616)--Two 12' lanes with 8' shoulders bituminous surfaced.

**Project Data:** Work under this project consists of the following:

1. Preliminary engineering all phases including preliminary engineering by utility forces.
2. Remove existing structure and construct, on existing alignment, one 40' wide 200' long structure, additional overflow relief structure(s) and incidental work common to this type of project. Also, utility adjustment as required.

**Right-of-Way:** No additional required

**Exceptions to Minimum Standards:** None

**System Action, Airports, Water Development, Railroad, Recreation and Historical Areas:** None involved.

---

FHPM 7-7
FHWA on

IM 50-1-
Clearing
1976 and

FHPM 7-7

(a)

(b)

NOTE:

aches on timber
u steel girder
', HC 20',

oulders bituminous

he following:

g preliminary

existing alignment,
l overflow relief
this type of project.

l, Recreation and

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 4, 1977.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval dated October 27, 1976 and December 1, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings---None required under Oregon Action Plan.

(b) Location/Design---Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 2.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

8712

9

PRO 6-2

January 12, 1977

**TO** Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

**FROM** L. V. Rulien
Program Management Engineer

**SUBJECT** Federal Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following Rural Secondary project.

| Item No. | Project No. | Section Name & PMRS No. |
|---|---|---|
| 70320 | RS-A616(1) | Pudding River (Red) Bridge<br>#7610-2-290 |

DRH:ljt
Encl.

cc: G. L. Green, FHWA
D. E. Swan

8712,

8

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** E. S. Hunter
Deputy State Highway Engineer

**DATE:** January 7, 1977

**FROM:** L. W. Rulien
Program Management Engineer

**SUBJECT:** PROJECT ASSESSMENT
Pudding River (Red) Bridge
Arndt Road FAS-117
Clackamas County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 1-10-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 1 : Walt Hart
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO
FOR

| Info | Invest. | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form FHWA 121 (Rev. 5-73)

7712

UNITED STATES GOVERNME

**Memorandum**

DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

8

DATE: January 4, 1977

In reply refer to: 1041A.1

SUBJECT: Oregon Project RSA616(-)
Pudding River (Red) Bridge
Project Assessment
Clackamas County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's December 15, 1976, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 1, Markham)

RECEIVED
STATE HWY ENGR
JAN 6 '77
REFER TO
Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form E-39 (Rev. 9-71)

fas A-616
Clack Co

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Pudding River (Red) Bridge
Highway Arndt Road FAS-A616
County Clackamas

Date December 6, 1976
Authorization No. 1
Survey Prefix 503-1934 (Assigned by Salem office)

Description of termini, route, length, etc.:

Bridge Location is 2.3 miles west of Canby on Arndt Road. Propose 250' structure with 40 ft. roadway and large span culverts approximately 1/4 mile west of structure.

RECEIVED
FEB - 1 1977
COUNTY
✓ CITY
UNIT

Hopkins
Harwell ✓
Holmes
Prange
Unrein

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To
Bring Up / /
Other

Purpose of survey:

Prepare plans, specifications, and estimate for reconstruction of "Red" Bridge and provide flood relief culverts under existing roadway.

RS-A616(1)

FAS-C
Agreements Complete
Not on 6 Yr. Program
Category 3 Project.

Estimate of cost:

| | | | |
|---|---|---|---|
| Field Survey | | (901) | $10,000 |
| Citizen Participation | | (902) | 200 |
| City or County | | (903) | N/A |
| Consultant | | (904) | N/A |
| Final Design | * | (905) | 1,500 |
| Bridge Design | * | (906) | 11,000 |
| Preliminary Design | | (907) | N/A |
| R/W Descriptions | | (909) | N/A |
| Soils & Geology | | (910) | 1,000 |
| Traffic | | (911) | N/A |
| Landscape | | (912) | N/A |
| Liaison | | (913) | 200 |
| Utility | | (914) | 200 |
| Photogrammetry | | (916) | N/A |
| Location Studies | | (918) | N/A |
| Engr. Graphics | | (919) | N/A |
| Office Engineer | * | (920) | |
| Specifications | * | (921) | 1,000 |
| Environmental | | (923) | N/A |
| Planning | | (924) | N/A |
| Foundation Exploration | * | (926) | 2,500 |
| Seminars | | (950) | N/A |
| Hearings | | (980) | N/A |
| Equal Opportunity | | (985) | N/A |
| Advisory Committees | | (986) | N/A |

### INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $ 27,600 |
| Previous authorization | 0 |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by:
Metro Office
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
~~Assistant~~ Deputy State Highway Engineer

1-24-77
FAS-C

SP*23604-734

ev: 6/6/75

## COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Clackamas FAS No. 117 Date 11/15/76
County Road Name Arndt Road
Section Name Red Bridge B6521
Type of Project Bridge Const. and large span culvert
Location of Project (Attach sketch map) Section 36, T. 3 S. R. 1 W. W. M.
ADT 1500 Design Speed 55

Is this request for county bridge design only? Yes____ No X
county FAS bridge design? Yes____ No X design and Const.
Will County hire consultant for this project? Yes____ No X

### I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type____
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width____

2. Shoulders: Type____
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side____ Total Top Width____

3. Grading and Drainage:
   By County____ County Date of Completion____ By Contract____

4. Bottom Base Course:
   By County____ County Date of Completion____ By Contract____
   Has base design been given to County? Yes____ No____
   Will it be furnished? Yes____ No____

5. Leveling Course:
   By County____ County Date of Completion____ By Contract____

6. Binder Course:
   By County____ County Date of Completion____ By Contract____

7. Traveled Surface and Shoulders:
   By County____ County Date of Completion____ By Contract____

8. Clearing:
   By County____ County Date of Completion____ By Contract____

9. Curbs:
   Curbs Required? Yes____ No____
   Type Desired____
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs____

| COST | TOTAL | FED | STATE | COUNTY |
|---|---|---|---|---|
| | 460,000 | 395,600 | 32,200 | 32,200 |

| | 1976 | 1996 |
|---|---|---|
| ADT | 1900 | 3250 |
| DHV | 230 | 390 |

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No______
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population________________ Area exempt from bike law___________
What is desired width of trail or walkway____________________________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?_____________________
________________________________________________________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No______

12. Will replacement be by: County____________________ Contract______________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No______

19. Will County do striping? Yes______ No______

20. Does County wish guardrail installed? Yes______ No______
By County________________ Contractor________________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

25. Will detour be constructed and maintained by County? Yes______ No______

26. Will detour be constructed & maintained by Contractor? Yes______ No______

27. Will County sign project outside work area during construction? Yes______ No______

28. Will Contractor sign project outside work area during construction? Yes______ No______

29. Should contract provide for permanent signing? Yes______ No______

30. Should State do permanent signing? Yes______ No______

31. Will traffic signals be required? Yes______ No______
If yes, give location and type desired______

32. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain______

Remarks re Section I:______

II. **BRIDGE PROJECT DATA**

1. Name of river or stream Pudding River
2. Name of bridge Red Bridge No. 6521 and install additional culverts

3a. Dimensions of existing bridge. Length 187' Roadway Width 20 Type Deck Girder
b. Dimensions of existing approaches. Type Pile Bent Width 20 Shoulders none

4. Type of design and material used in existing bridge. Three 29 foot concrete approaches on timber pile bents with 100 foot thru steel girder center span. load rated H-15.

5. Location (please attach map with location marked):______
Section 36 Township 3S Range 1W W.M.

6. Desired width of proposed bridge 40' clear width Approx. length 200
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No__X___
Upstream_________ Downstream_________ Width_________

8. Does County wish a particular type of bridge design? Yes______ No__X___
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) most economical design

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No__X___
Explain______________________________

10. Foundation Testing: By County? Yes______ No__X___
By State? Yes__X___ No______

11. Will County close road during construction? Yes__X___ No______

12. Can presently established road be used as detour? Yes__X___ No______

13. Must a new detour be constructed? Yes______ No__X___

14. Will detour be constructed & maintained by County: Yes__X___ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No__X___

16. Will County sign project outside work area during construction? Yes__X___ No______

17. Will Contractor sign project outside work area during construction? Yes______ No__X___

18. Approaches or Connections: By County? Yes______ No__X___
By Contractor? Yes__X___ No______

Traveled surface: Type AC Width 24 feet
Shoulder surface: Type AC Width 8
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Driveways Yes__X___ No______

N.W. quadrant distance from structure 150 feet access
N.E. quadrant distance from structure 90 feet driveway
S.W. quadrant distance from structure none
S.E. quadrant distance from structure 90 feet driveway

20. Guardrail: Desired on approaches or connections: Yes X No ____
By County ________ Contractor X
Right side only? Yes ____ No ____
Both sides? Yes X No ____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes ____ No X
Use for detour? Yes ____ No X
Removed by County? Yes ____ No X
Removed by Contractor? Yes X No ____
Salvaged by Contractor for County? Yes ____ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes ____ No X
By Contractor? Yes X No ____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ____ No X Size ____
Company ____
b. Sanitary sewer mains: Yes ____ No X Size ____
Company ____
c. Storm sewer: Yes ____ No X Size ____
Company ____
d. Gas mains: Yes X No ____ Size 4 inch
Company Northwest Natural Gas Company
e. Power lines: Yes ____ No ____ Size ____
Company ____
f. Telephone lines: Yes X No ____ Size 1000 pan cable
Company Pacific Northwest Bell Telephone Company
g. Other Utilities: ____

24. Does County wish provisions made for future utility attachment to structure? Yes X No ____

25. Does County wish lightpost bases and conduit installed? Yes ____ No X

26. Does County wish complete job of illumination in project? Yes ____ No X

27. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:______________________________

Remarks re Section II:
The purpose of this project is to replace Red Bridge with a structure of adequate width and add culverts with end area of 400 B+2 approximately 1000' west of Bridge

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes____ No__X__
   By Consultant? Yes____ No__X__
   By County? Yes__X__ No____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__X__ No____

3. Construction plans and specifications to be prepared:
   By State? Yes__X__ No____
   By Consultant? Yes____ No__X__
   By County? Yes____ No__X__

4. Does County desire center line to be permanently monumented as part of project? Yes____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III:______________________________

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 120' Minimum 100'

2. Is any additional right of way needed? Yes______ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes______ No X

4. Should State negotiate and acquire right of way in behalf of County? Yes______ No X

5. Should State prepare options? Yes______ No X

6. Should material source site be included in right-of-way descriptions? Yes______ No X

7. Is there any merchantable timber on right of way? Yes______ No X

8. Will timber be reserved for owner? Yes______ No X
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes______ No X

10. Is a hearing necessary? Yes______ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes______ No X
If yes, give type and name of utility company:______________________________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No______
If yes, give type and name of utility company: Gas-NW Natural Gas, Telephone N. W. Bell Telephone - Power line - PGE

13. Are utilities on existing right of way by permit_____ or by franchise X
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes______ No X
If yes, give name of irrigation company or district______________________________
and dates between which water can be turned off: From____________________
To____________________

15. Are there any railroad crossings? Yes______ No X

16. Name of Railroad ____________________

17. Number of tracks: Mainline ________ Siding ________ Total ________

18. Sight Distance: ______________ (Left) ______________ (Right)

19. Number of Trains: Passenger ____________ Speed ____________
Freight ____________ Speed ____________

20. Angle of Intersection: ____________________

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: ____________________
____________________

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ____ No ____

25. Will railroad crossing be altered: Yes ____ No ____
If yes, specify: ____________________

26. Traffic Control Signing:
To be part of project? Yes ____ No X
By County? Yes X No ____
By State at County expense? Yes ____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No X
By County? Yes X No ____
By State at County expense? Yes ____ No ____

28. Does County wish State to prepare P.U.C. hearing date? Yes ____ No X

29. Will P.U.C. application be made by State ________ or County N/A ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ____ No X

Remarks re Section IV: ____________________
____________________
____________________
____________________

## V. MATERIAL SOURCES DATA

1. Gravel________ Quarry________ Cinders________
2. Owner: County______ State______ Private______ Other______
3. Location:______ Section______ Township______ Range______W.M.
4. If County lease, what are royalty payments?________
5. Materials furnished by County: Borrow______ Select Topping______
   Base Course______ Level Course______ Mineral Aggregates______
   Location________
   Miscellaneous Items________

Remarks re Section V: Several private material sources available nearby

## VI. FINANCIAL DATA

1. Estimated Cost: $ 450,000.00
2. Available FAS Funds $ 473,264
3. Does County wish advancement of future Federal funds? Yes X No____
   Amount 450,000.00
4. Date match money is available Presently
5. Will there be any 100% County money? Yes____ No X
6. Maximum amount of 100% County money available: $ N/A
7. Date County request letting: As soon as practically possible

Remarks re Section VI:________

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Dept. of Public Works
   Office
2. Environmental — Dept. of Public Works
   Office
3. Public Hearing — Dept. of Public Works
   Office

Remarks re Section VII: ____________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Stan Skoko
County Judge or Comm. Chairman

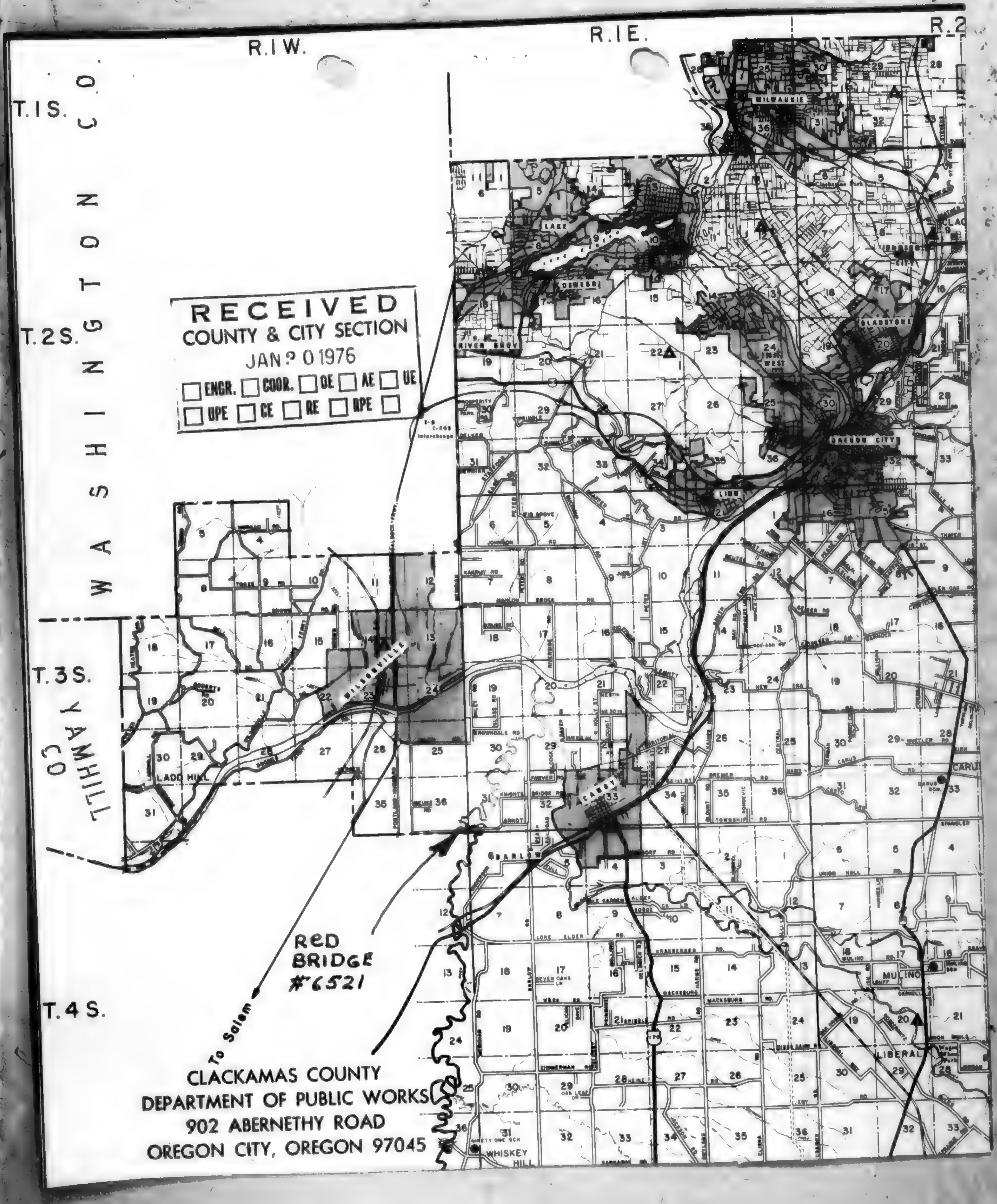
By ____________________
County Commissioner

By Thomas D. Telford
County Commissioner

By ____________________
County Engineer or Roadmaster

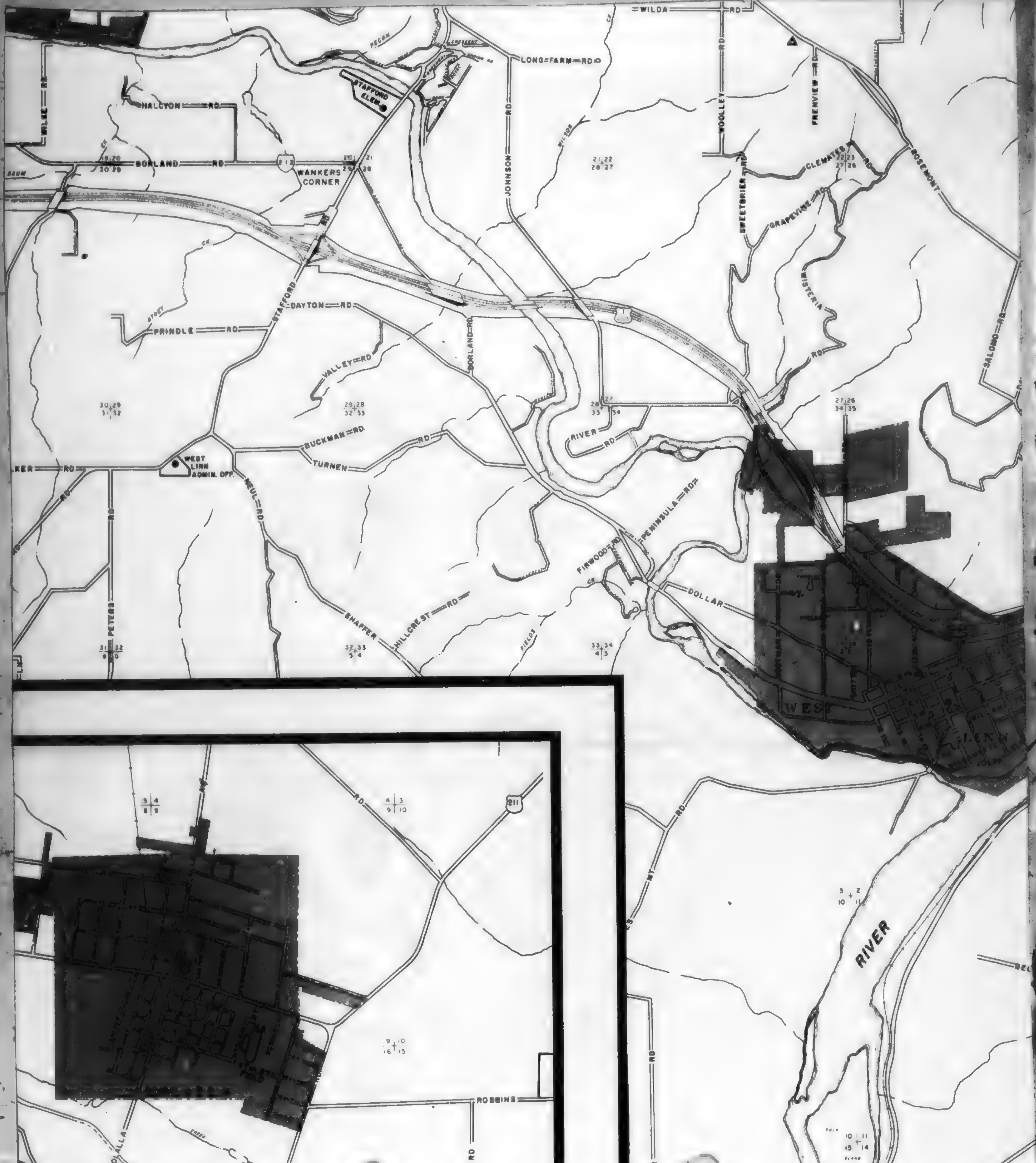
County Clackamas

Date Jan. 23, 1976


R.1W.
R.1E.
R.2
T.1S.
T.2S.
T.3S.
T.4S.
WASHINGTON CO.
YAMHILL CO
MILWAUKIE
LAKE OSWEGO
RIVER GROVE
GLADSTONE
WEST LINN
OREGON CITY
WILSONVILLE
CANBY
BARLOW
MULINO
LIBERAL
WHISKEY HILL
LADD HILL
CARUS
To Salem
RED BRIDGE #6521

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CLACKAMAS COUNTY
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD
OREGON CITY, OREGON 97045


WILDA RD
LONG FARM RD
PECAN
STAFFORD ELEM.
HALCYON RD
WILKE RD
BORLAND RD
BAUM
212
WANKERS CORNER
JOHNSON RD
WILSON
WOOLLEY RD
FRENVIEW RD
SWEETBRIER RD
CLEMATES
GRAPEVINE RD
ROSEMONT
WISTERIA
SALOMO RD
STAFFORD RD
DAYTON RD
PRINDLE RD
VALLEY RD
BORLAND RD
RIVER RD
BUCKMAN RD
TURNEN RD
WEST LINN ADMIN. OFF.
NEUL RD
PETERS RD
PENINSULA RD
FIRWOOD RD
DOLLAR
SHAFFER
HILLCREST RD
FIELDS
WEST LINN
MT RD
211
RIVER
KAISER RD
ROBBINS
SHAVER RD
AUSTIN
MOLALLA
WARRICK RD
MOLALLA

HIGHWAY 30022

M.P. 1.17

# OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

| 8 | | | 1 | 2 | 3 | 4 | 5 | | | | | 101 | | 12 | | 13 | 14 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | CARD NO. | STATE | HIGHWAY DISTRICT | COUNTY | CITY | INVENTORY ROUTE | | | | | HIGHWAY NUMBER | NOT USED LEAVE BLANK | ROAD SECTION NO. (D.O.D. BRIDGE LOG) | | BR. DESCRIP. (D.O.D. BR.LOG) | DEFENSE MILEPOST | DEFENSE SECTI |
| 1 5 | 6 | 7 | 8 10 | 11 12 | 13 15 | 16 19 | 20 | 21 | 22 | 23 27 | 28 | 29 31 | 32 37 | 38 41 | 42 | 43 44 | 45 48 | 49 |
| 06521 | | 1 | 410 | 2C | 005 | 0000 | 1 | 4 | 1 | 30022 | | | | 0000 | | | 0000 | 0 |

| 8 | | | 27 | | 28 | | 29 | 31 | 32 | | 33 | 34 | 35 | 36 | 39 | 40 | 42 | 43 | 44 | 45 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | CARD NO. | YEAR BUILT | YEAR MAJOR RECONSTR'N. | LANES ON STRUCTURE | LANES CROSSED | ADT | DESIGN LOAD | APPROACH ROADWAY WIDTH (FT.) | NOT USED LEAVE BLANK | BR. MEDIAN | SKEW | STRUCT. FLARE | NAVIG. CONTROL | NAVIGATION VERTICAL CLEAR. (FT.) | NAVIGATION HORIZONTAL CLEAR. (FT.) | TYPE SERVICE | STRUCTURE TYPE (MAIN SPANS) | STRUCTURE TYPE (APPROACH) | NUMBER OF MAIN SPANS |
| 1 5 | 6 | 7 | 8 9 | 10 11 | 12 13 | 14 15 | 16 21 | 22 | 23 25 | 26 28 | 29 | 30 31 | 32 | 33 | 34 36 | 37 40 | 41 42 | 43 44 45 | 46 47 48 | 49 50 |
| 06521 | | 2 | 54 | 00 | 02 | | 002000 | 2 | 44 | | 0 | 00 | 0 | 0 | 000 | 0000 | 15 | 303 | 104 | 01 |

| 8 | | | 53 | | 54 | | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | | 75 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 9 9 | 9 9 | | | 9 9 9 | 9 9 9 | | | | | | | | | | | | | | | | | | | | |
| BRIDGE NO. | | CARD NO. | MIN. VERT. CLEAR. OVER ROADWAY | | MINIMUM VERTICAL UNDERCLEAR. | | MINIMUM LATERAL UNDERCLEAR (TENTH FT.) | | WEAR. SURFACE | DECK | SUPERSTRUCT. | SUBSTRUCT. | CHANNEL | CULVERTS, WALLS | REMAINING LIFE | OPERATING RATING | APPR. ALINEMENT. | INVENTORY RATING | STR. CONDITION | DECK GEOMETRY | UNDERCLEARANC | SAFE LOAD CAP | WATERWAY AD. | APPR. ALINE. AD | YEAR NEEDED | TYPE OF SERVICE ON BRIDGE | | TYPE OF WORK |
| | | | FT. | IN. | FT. | IN. | RT. | LT. | | | | | | | | | | | | | | | | | | | | |
| 1 5 | 6 | 7 | 8 9 | 10 11 | 12 13 | 14 15 | 16 18 | 19 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 29 | 30 32 | 33 | 34 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 44 | 45 46 | 47 | 48 50 |
| 06521 | | 3 | 99 | 99 | 00 | 00 | 999 | 999 | 1 | 8 | 8 | 8 | 4 | N | 30 | 115 | | 115 | 5 | 3 | N | 5 | 3 | 8 | 00 | 00 | | 331 |

| 8 | | | 84 | 850 | 860 | 870 | 880 | | | 890 | | 92 | 93 | 94 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | CARD NO. | COST OF IMPROVEMENTS (THOUSANDS) | YEAR LAST MAJOR MAINT. | ITEM REPAIRED | ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS) | INSPECTION FREQUENCY | | NOT USED LEAVE BLANK | LAST INSPECTION | | TRANSVERSE STRUCTURE LENGTH (FT.) | INSIDE HEIGHT (TENTH FT.) | CODE COST PREFIX | | | |
| | | | | | | | | | | MO. | YR. | | | | | | |
| 1 5 | 6 | 7 | 8 12 | 13 14 | 15 16 | 17 22 | 23 24 | 25 | 26 31 | 32 33 | 34 35 | 36 38 | 39 41 | 42 44 | 45 46 | 47 48 | 49 5 |
| 06521 | | 4 | 00450 | 73 | 60 | 002500 | 73 | 3 | | 02 | 76 | | | | | | |

# ON BRIDGE INVENTORY

5, 6 & 9 on reverse side

SHEET 1 OF 2
DATE SUBMITTED 1-19-76
BY Bill Fitch

|  | 12 |  | 13 | 14 | 15 | 16 |  | 17 |  | 18 | 19 | 20 | 21 | 22 | 24 | 25 | 26 |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NOT USED LEAVE BLANK | ROAD SECTION NO. (D.O.D. BRIDGE LOG) |  | BR. DESCRIP. (D.O.D. BR. LOG) | DEFENSE MILEPOST | DEFENSE SECTION LENGTH (TENTH MI.) | LATITUDE DEG. | LATITUDE MIN. | LONGITUDE DEG. | LONGITUDE MIN. | PRI. VULNERABILITY | BY-PASS DETOUR LENGTH (MI.) | TOLL | CUSTODIAN | OWNER | FEDERAL AID SYSTEM | ADM. JURISDICTION | FUNCTIONAL CLASSIFICATION | NOT USED LEAVE BLANK |
| 37 | 38, 41 | 42 | 43, 44 | 45, 48 | 49, 52 | 53, 54 | 55, 57 | 58, 60 | 61, 63 | 64 | 65, 66 | 67 | 68 | 69 | 70, 71 | 72 | 73, 74 | 75 80 |
|  | 0000 |  |  | 0000 | 0000 |  |  |  |  | 3 | 07 | 3 | 3 | 3 | 07 | 4 | 02 |  |

| 39 | 40 | 42 |  | 43 |  | 44 |  | 45 | 46 | 48 | 49 | 50 |  | 51 | 52 |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NAVIGATION VERTICAL CLEAR. (FT.) | NAVIGATION HORIZONTAL CLEAR. (FT.) | TYPE SERVICE |  | STRUCTURE TYPE (MAIN SPANS) |  | STRUCTURE TYPE (APPROACH) |  | NUMBER OF MAIN SPANS | NUMBER OF APPROACH SPANS | LENGTH OF MAXIMUM SPAN (FT.) | STRUCTURE LENGTH (FT.) | SIDEWALK WIDTH (TENTH FT.) LT. | SIDEWALK WIDTH (TENTH FT.) RT. | ROADWAY WIDTH (TENTH FT.) | DECK WIDTH (TENTH FT.) | LEAVE BLANK |
| 34, 36 | 37, 40 | 41 | 42 | 43 | 44, 45 | 46 | 47, 48 | 49, 50 | 51, 54 | 55, 58 | 59, 64 | 65, 67 | 68, 70 | 71, 74 | 75, 78 | 79 80 |
| 000 | 0000 | 1 | 5 | 3 | 03 | 1 | 04 | 01 | 0003 | 0100 | 000190 | 015 | 015 | 0200 | 0248 |  |

| 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 |  | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INVENTORY RATING | STR. CONDITION | DECK GEOMETRY | UNDERCLEARANC | SAFE LOAD CAP. | WATERWAY AD. | APPR. ALINE. AD. | YEAR NEEDED | TYPE OF SERVICE ON BRIDGE |  | TYPE OF WORK | LENGTH OF IMPROVEMENT (FT.) | PROP. DES. LOAD | PROPOSED ROADWAY WIDTH (FT.) | PROPOSED NO. OF LANES | DESIGN ADT | YEAR OF EST. ADT | YEAR OF PROP. RDWY. IMPROVE. | TYPE IMPROVE. | NOT USED LEAVE BLANK |
| 34, 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43, 44 | 45, 46 | 47 | 48, 50 | 51, 55 | 56 | 57, 60 | 61, 62 | 63, 67 | 68, 69 | 70, 71 | 72 | 73 80 |
| 115 | 5 | 3 | N | 5 | 3 | 8 | 00 | 00 |  | 331 | 00250 | 5 | 0032 | 02 | 07500 | 85 | 00 | 1 |  |

| 90 | 92 | 93 | 94 |  |  |  | 96 |  |
|---|---|---|---|---|---|---|---|---|
| INSPECTION YR. | TRANSVERSE STRUCTURE LENGTH (FT.) | INSIDE HEIGHT (TENTH FT.) | CODE COST PREFIX |  |  |  | MAINTENANCE NOTES | LEAVE BLANK |
| 34, 35 | 36, 38 | 39, 41 | 42, 44 | 45, 46 | 47, 48 | 49, 50 | 51, 79 | 80 |
| 76 |  |  |  |  |  |  |  |  |

HIGHWAY 30022

M.P. 1.17

# OREGON BRIDGE INVENTO

Cards 1,2,3 & 4 on reverse side

| 8 | | | 6 | 7 | |
|---|---|---|---|---|---|
| BRIDGE NO. | | CARD NO. | FEATURES INTERSECTED | FACILITY CARRIED | |
| 1 5 | 6 | 7 | 8 32 | 33 50 | 51 |
| 06521 | | 5 | PUDDING RIVER | ARNDT ROAD | 2 |

| 8 | | | | 11 | | | | 11A | | 30 | 85 | 86 | 87 | 88 | | 91 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | PAINT PROGRAM | | | | | |
| BRIDGE NO. | | CARD NO. | | MILE POST | | | | ALTERNATE MILE POST | | YEAR OF ADT | PRELIM. ENG. COST (THOUSANDS) | DEMOLITION COST (THOUSANDS) | SUB-STRUCTURE COST (THOUSANDS) | SUPER-STRUCTURE COST (THOUSANDS) | LEAVE BLANK | ZONE | TYPE STEEL | STEEL WEIGHT (TONS) | YEAR LAST PAINTED | YEAR NEED PAINTING | |
| 1 5 | 6 | 7 | 8 | 9 13 | 14 | 15 | 16 | 17 21 | 22 | 23 24 | 25 27 | 28 30 | 31 35 | 36 40 | 41 | 42 | 43 | 44 47 | 48 49 | 50 51 | 52 |
| 06521 | | 6 | | 1.17 | | | | . | | 75 | 020 | 018 | 00150 | 00300 | | 2 | H | 0028 | 54 | 72 | 9 |

| 8 | | | |
|---|---|---|---|
| BRIDGE NO. | | CARD NO. | DELETE BRIDGE<br>POSITIONS 8 THRU 80 NOT USED-LEAV |
| 1 5 | 6 | 7 | 8 |
| | | 9 | |

# GON BRIDGE INVENTORY

ds 1,2,3 & 4 on reverse side

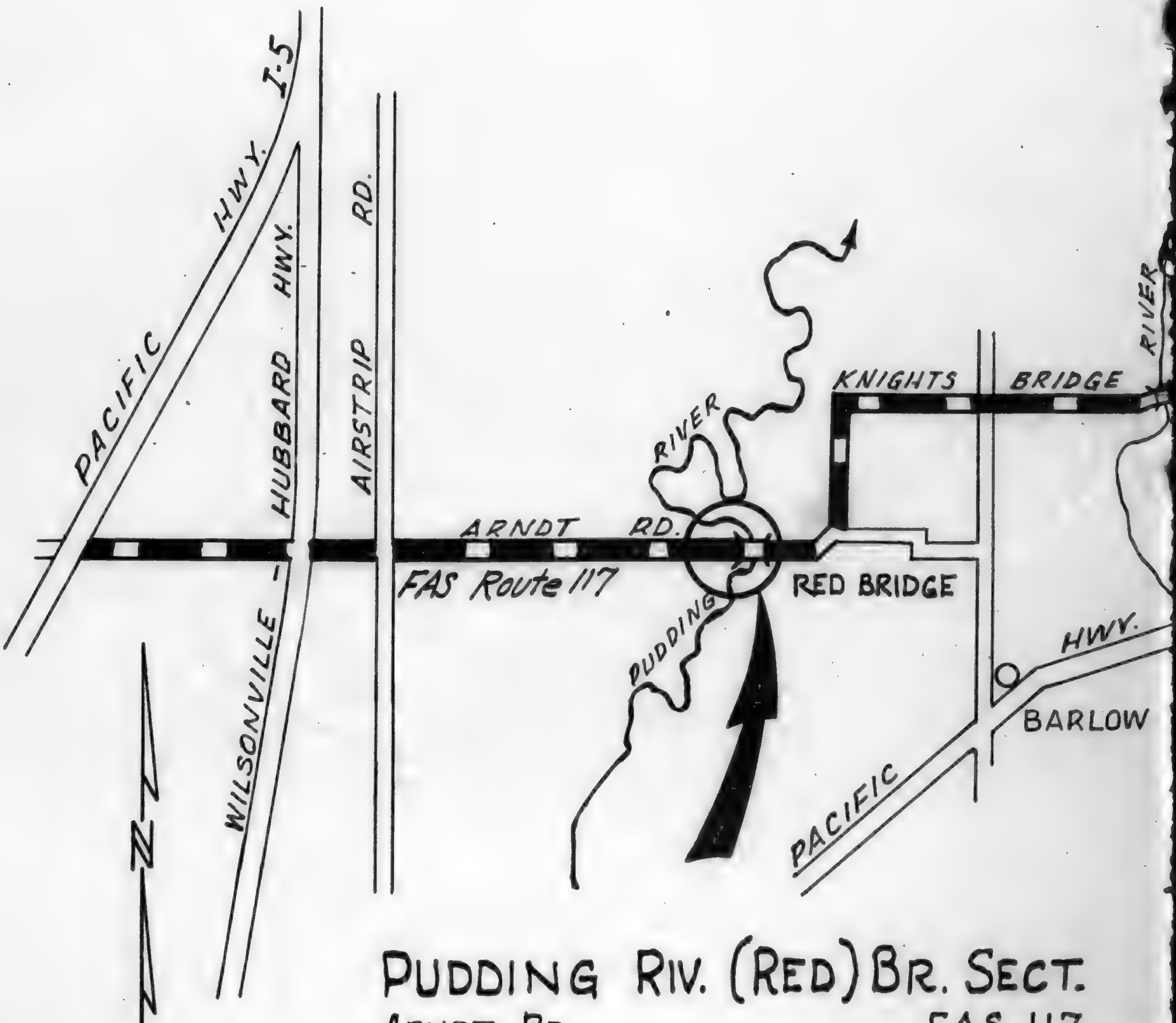
SHEET 2 OF 2
DATE SUBMITTED 1-19-76
BY Bill Fitch

| 7 | 9 | 10 | | | | |
|---|---|---|---|---|---|---|
| FACILITY CARRIED | LOCATION | VERTICAL CLEARANCE FT. | | VERTICAL CLEARANCE IN. | | LEAVE BLANK |
| 33 … 50 | 51 … 75 | 76 | 77 | 78 | 79 | 80 |
| ARNDT ROAD | 2.4 MI. E I-5 + 3 Mi. W. CANBY | | | | | |

| 87 | 88 | | 91 | | | | | 10A | | 47 | 47A | 95 | | | | | 36 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | PAINT PROGRAM | | | | | | | | | FOR DESCRIPTION, SEE | | | | | SAFETY FEATURES | | | |
| STRUCTURE COST (THOUSANDS) | SUPER-STRUCTURE COST (THOUSANDS) | LEAVE BLANK | ZONE | TYPE STEEL | STEEL WEIGHT (TONS) | YEAR LAST PAINTED | YEAR NEED PAINTING | OPPOSITE VERTICAL CLEARANCE FT. | OPPOSITE VERTICAL CLEARANCE IN. | TOTAL HORIZONTAL CLEARANCE (TENTH FT.) | OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.) | HWY. NO. | | | MILE POST | | BR. RAIL | TRANS. | APP. G.R. | G.R. TERM |
| … 35 | 36 … 40 | 41 | 42 | 43 | 44 … 47 | 48 49 | 50 51 | 52 53 | 54 55 | 56 … 60 | 61 … 65 | 66 … 68 | 69 | 70 | 71 … 75 | 76 | 77 | 78 | 79 | 80 |
| 1.50 | 00300 | | 2 | H | 0028 | 54 | 72 | 99 | 99 | B 19.2 | B . | | | | . | | | | | |

DELETE BRIDGE
POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK

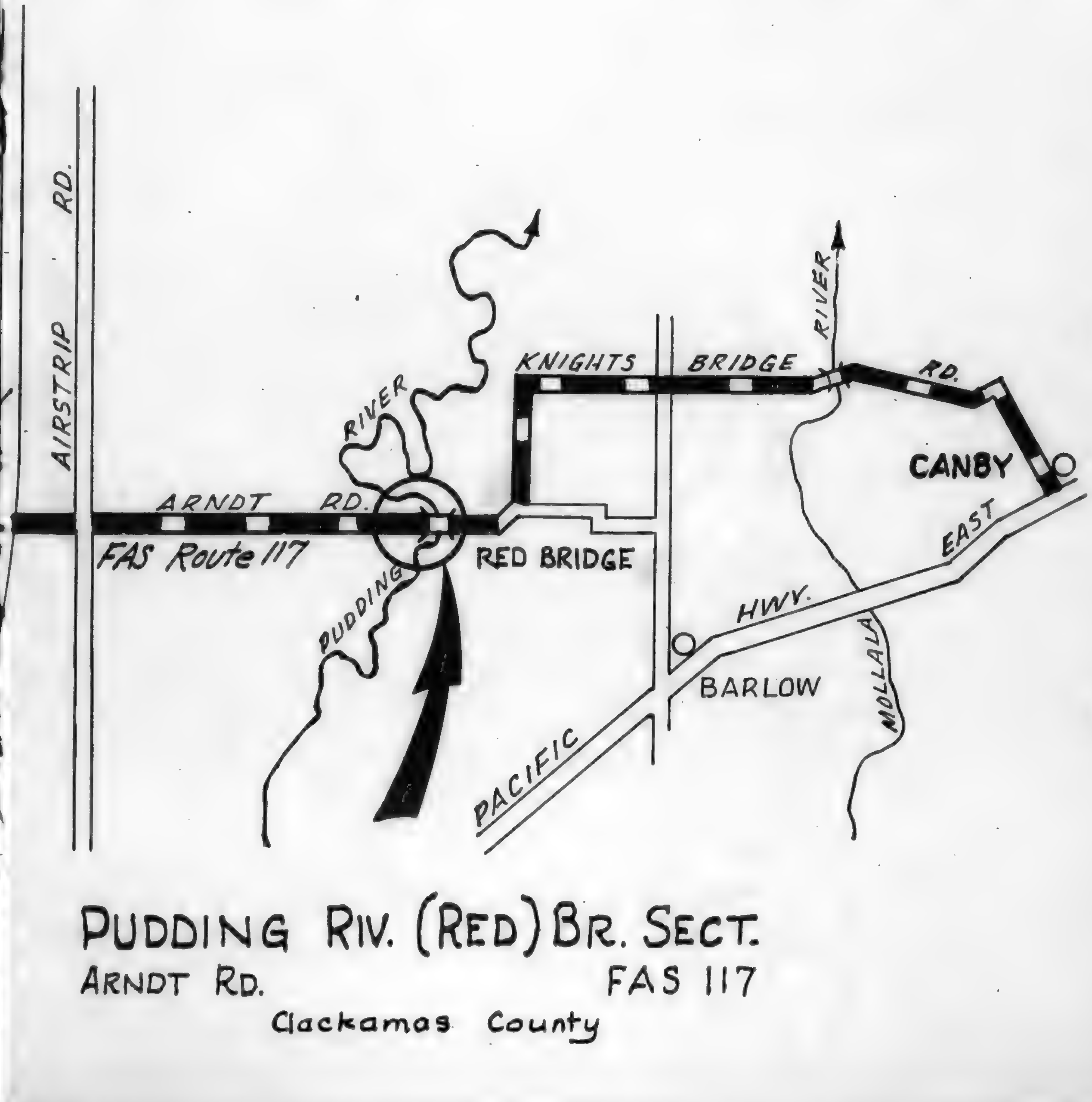
RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ DE ☐ AE ☐ OE ☐ COOR. ☐ ENGR.
☐ RPE ☐ RE ☐ CE ☐ UPE ☐


PACIFIC HWY. I-5
HUBBARD HWY.
WILSONVILLE
AIRSTRIP RD.
ARNDT RD.
FAS Route 117
RIVER
PUDDING
RED BRIDGE
KNIGHTS BRIDGE
RIVER
PACIFIC HWY.
BARLOW
N

# PUDDING RIV. (RED) BR. SECT.

ARNDT RD. FAS 117

Clackamas County


AIRSTRIP RD.
ARNDT RD.
FAS Route 117
RIVER
PUDDING
RED BRIDGE
KNIGHTS BRIDGE RD.
RIVER
CANBY
EAST
HWY.
PACIFIC
BARLOW
MOLLALA

PUDDING RIV. (RED) BR. SECT.

ARNDT RD. FAS 117

Clackamas County

8712

8

November 12, 1976

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5873

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Pudding River (Red) Bridge Section of Arndt Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

8712

8

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

G. L. Green
H. S. ~~Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
Walt Hart
H. E. Woodward

Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

## STATE A-95 REVIEW CONCLUSIONS

CLACK. CO.

APPLICANT: State Highway Division

PROJECT TITLE: Dist. 2, FY'77 Annual Program Plan (#70320)

DATE: October 27, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is hereby endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

7610 2 290

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

[illegible] [illegible] [illegible] (RED) BR. ARNDT RD.
9-29-76

PNRS #2

BEN GIFFORD

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
OCT 19 1976
SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

## PNRS STATE REVIEW

Project #: 7610 2 290 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- (✓) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By [illegible] for John Gustafson

## I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Clackamas County comprehensive plan and efforts to update the plan (i.e. the county's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the statewide land use goals, particularly the relationship between #12: Transportation and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

EH:jh

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

OCT 26 [illegible]

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

## PNRS STATE REVIEW

Project #: 7610 2 290   Due Date: Extended OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This project will be reviewed through the Division of State Lands fill permit. At that time, agency policy and stipulations will be developed.

Agency Fish & Wildlife   By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 10/25/76

8712

CLACKAMAS

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**PARKS AND RECREATION BRANCH**
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: October 5, 1976

D.E. Swan
Federal Aid Engineer
209 Highway Bldg.
Salem, OR 97310

RE: Arndt Road, Red Bridge
District 2, FY 77 Program
Project for Review

Dear Sirs:

This letter is in response to your request for official comment from the State Historic Preservation Office regarding impact of your federally funded project on cultural resources.

After a careful review of your proposed project, our office can offer the following comments. We feel the area of the project is not of historic significance and since ground disturbance of previously undisturbed ground is minimal, this office feels that there will be no likely impact to archeological resources. We therefore feel no cultural resource surveys are required and that the project is in compliance with Public Law 89-665 and Executive Order 11593.

Sincerely,

Paul B Hartwig

Paul B. Hartwig
Historical Programs Coordinator
State Historic Preservation Office

10-11-76

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: 1
District Engineer: 2
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

EL:ko

9-29-76
BEN GIFFORD
[illegible]

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

(#2) 8712

Item: 70320

8

ROBERT W. STRAUB
GOVERNOR

**DEPARTMENT OF TRANSPORTATION**

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association
of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: District 2,
FY 77 Annual Program Project
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: E. L. Hardt
District Engineer: W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | |
|---|---|---|---|
| For Internal Use Only | 1-8] PNRS # | #70320 | Page One |

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: District 2, FY 77 Annual Program Project for Review

11 12] PROJECT LOCATION—CITY: See Attachment — PROJECT LOCATION—COUNTY: Attach. — PROJECT LOCATION [79 SEC: T: R: Attach.

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] Please refer to the attached information covering proposed construction project [71

07 12] which funds are anticipated to be obligated during the fiscal year October 1 - [71

08 12] September 30, 1977. Item 70320. [71

09 12] [71

10 12]

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 394,000 | - | 32,000 | 32,000 | - | 458,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October — 43] DAY [44: 25 — 45] YEAR [46: 1976

Form PNRS-1 Page 1

## ADDITI AL INFORMATION—ALL APPLI ANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

## PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

Proposed Applicant: CLACKAMAS COUNTY

Type of Federal Funds: FAS

Street or Road: ARNDT ROAD F.A. Route No. 117

Section: RED BRIDGE Length: 100 Ft.

| Type of Work Involved: | Yes | No |
|---|---|---|
| Grading | X | |
| Paving | X | |
| Structures | X | |
| Signals | | |
| Illumination | | |
| Railroad Protection | | |
| Right-of-Way | X | |
| Preliminary Engineering | X | |
| Other: | | |

* * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

| Phase | Yes | No | Total Cost |
|---|---|---|---|
| Preliminary Engineering | X | | $ 10,000.00 |
| Right-of-Way | X | | $ 2,000.00 |
| Construction | X | | $ 458,000.00 |

Remarks: Project includes increased culvert capacity on west approach in addition to bridge replacement

By Winston W. Kurth

Title County Engineer

Date 6/2/76

RU:sch
5/17/76

CLACKAMAS COUNTY
Proposed FAS-C Project

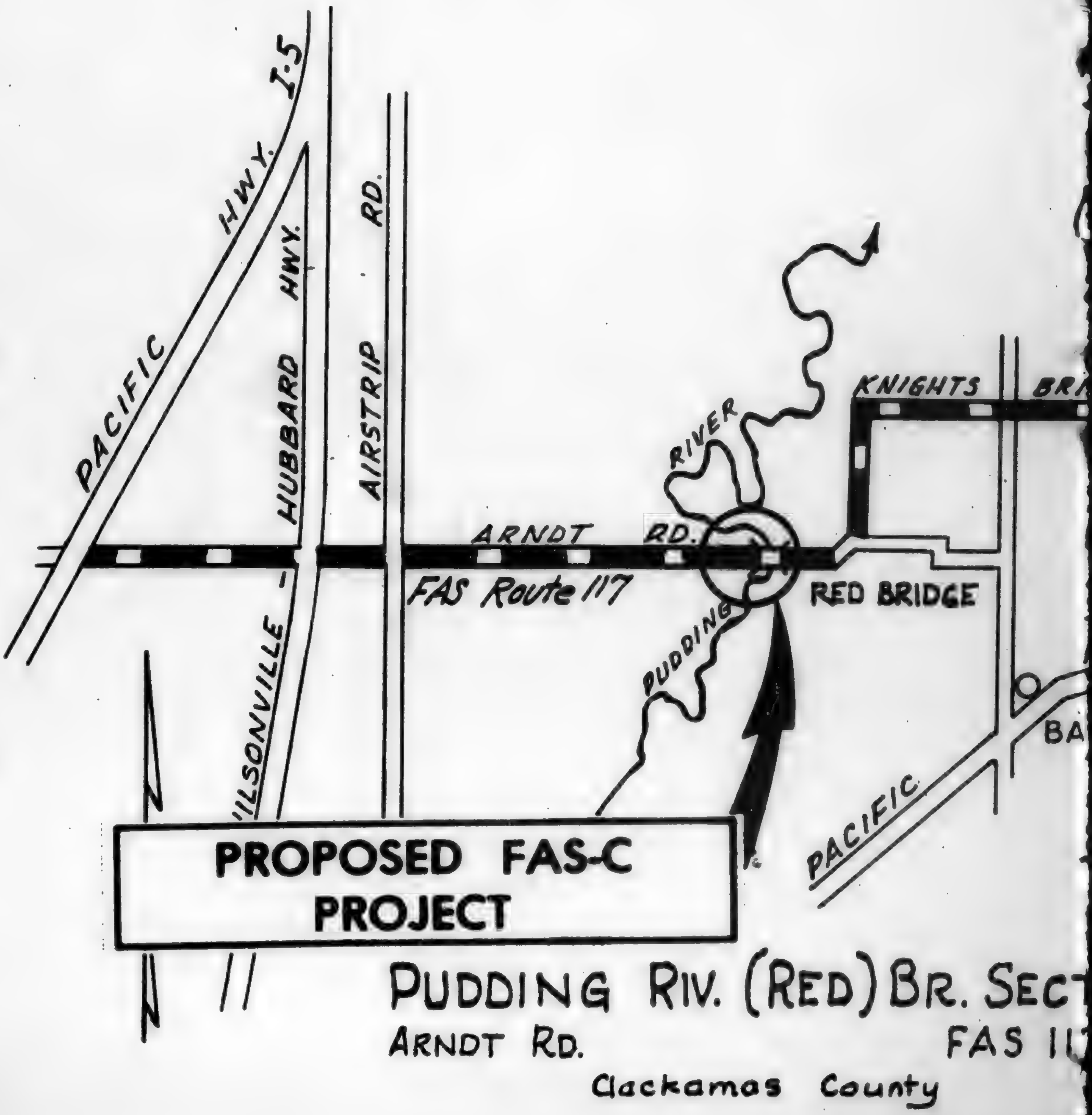
Pudding River (Red) Bridge Section
Arndt Road, FAS A616
Structures (one bridge, one large culvert)
$460,000

Construct a reinforced concrete bridge 200 feet long with a 40-foot roadway without sidewalks, plus a large overflow culvert structure. All work including structures, approaches, guardrail, riprap and removal of existing bridge will be done under contract. County will close the road, sign outside the work area, and provide and maintain alternate roads for detours. County will also perform permanent signing and striping.

Additional right-of-way will not be required and a hearing will not be necessary.

State will perform all engineering.

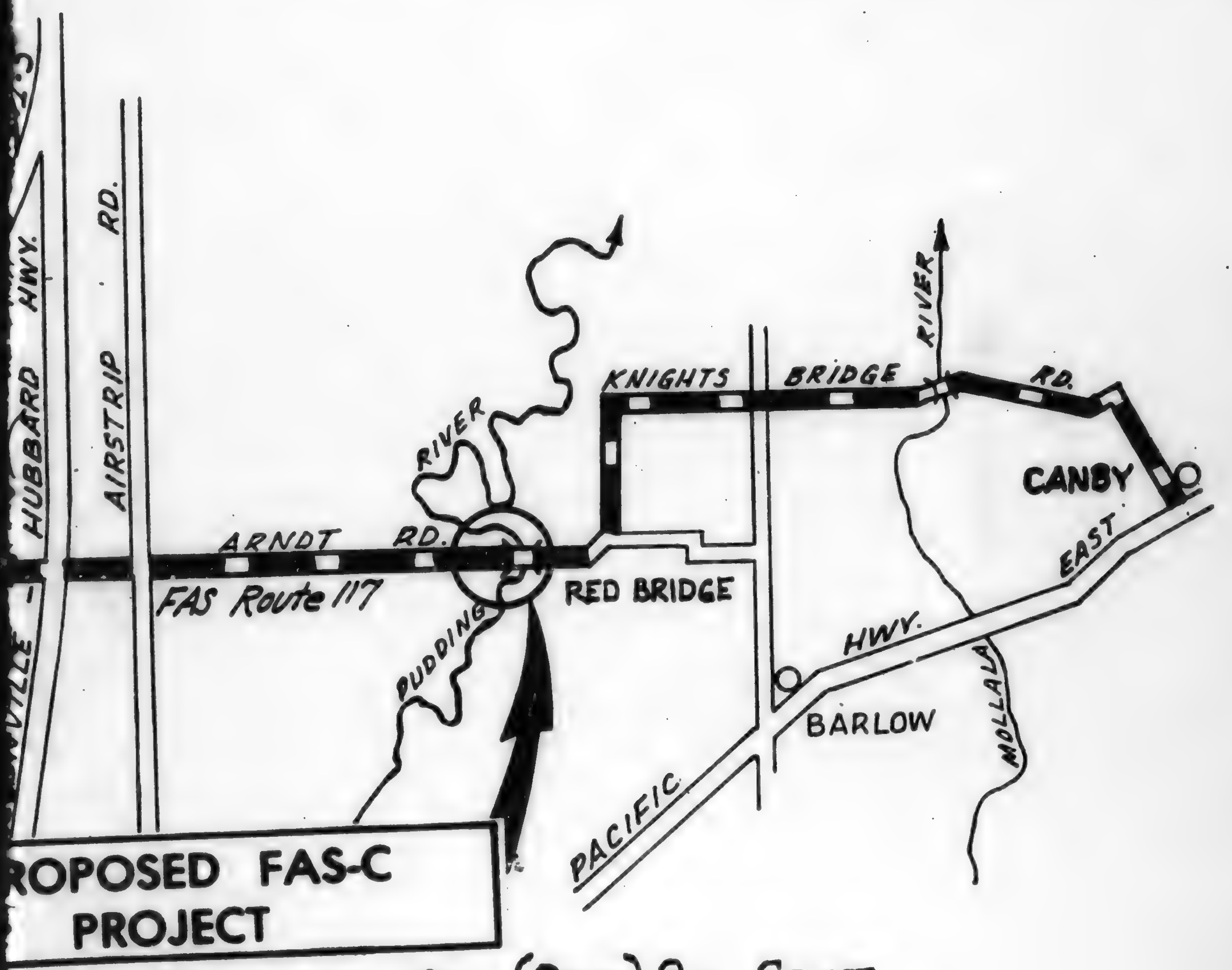
76-f
9/13/76


PACIFIC HWY. I-5
HUBBARD HWY.
AIRSTRIP RD.
ARNDT RD.
FAS Route 117
RIVER
PUDDING
KNIGHTS
BRI
RED BRIDGE
ILSONVILLE
PACIFIC
BA
PROPOSED FAS-C PROJECT

PUDDING RIV. (RED) BR. SECT

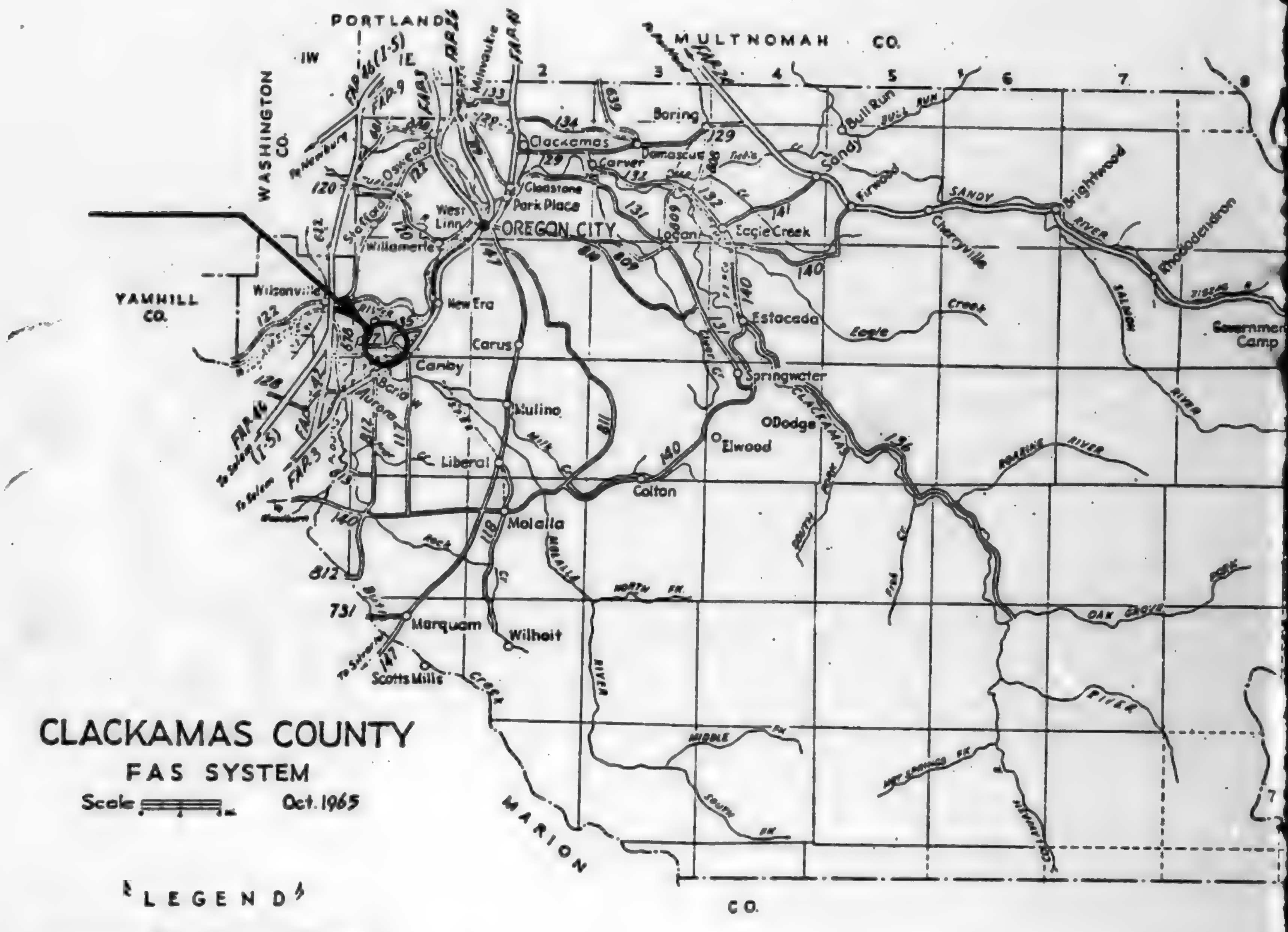
ARNDT RD. FAS 11

Clackamas County


HUBBARD HWY.
AIRSTRIP RD.
ARNDT RD.
FAS Route 117
RIVER
PUDDING
RED BRIDGE
KNIGHTS BRIDGE RD.
RIVER
CANBY
EAST
HWY.
PACIFIC
BARLOW
MOLLALA
VILLE
ROPOSED FAS-C
PROJECT

PUDDING RIV. (RED) BR. SECT.
FAS 117
ARNDT RD.
Clackamas County

DISTRICT 2



PORTLAND
MULTNOMAH CO.
WASHINGTON CO.
YAMHILL CO.
MARION CO.
Milwaukie
Boring
Clackamas
Damascus
Carver
Gladstone
Park Place
West Linn
OREGON CITY
Oswego
Stafford
Willamette
Wilsonville
Logan
Eagle Creek
Sandy
Bull Run
Firwood
Cherryville
Brightwood
Rhododendron
Government Camp
Estacada
Springwater
New Era
Carus
Canby
Barlow
Aurora
Mulino
Liberal
Dodge
Elwood
Colton
Molalla
Marquam
Wilhoit
Scotts Mills
SANDY RIVER
SALMON RIVER
CLACKAMAS RIVER
ROARING RIVER
OAK GROVE FORK
MOLALLA RIVER
Eagle Creek
Milk Cr.

## CLACKAMAS COUNTY

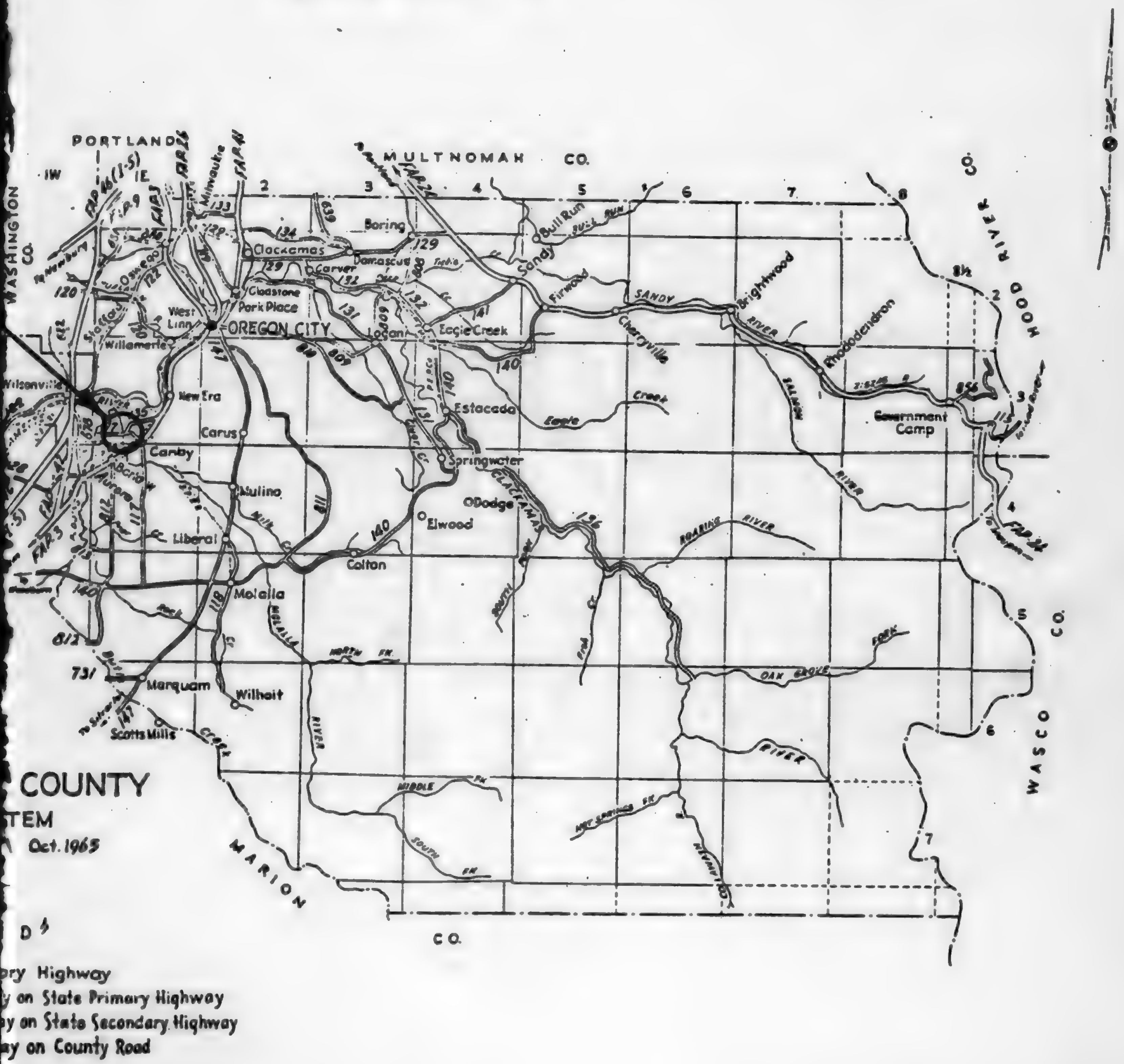
FAS SYSTEM

Scale Oct. 1965

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

# DISTRICT 2



PORTLAND
MULTNOMAH CO.
WASHINGTON CO.
HOOD RIVER CO.
WASCO CO.
MARION CO.
Clackamas
Boring
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Carver
Bull Run
Sandy
Firwood
Brightwood
Rhododendron
Government Camp
Cherryville
Gladstone
Park Place
West Linn
OREGON CITY
Willamette
Wilsonville
Logan
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Colton
Molalla
Marquam
Wilhoit
Scotts Mills
SANDY RIVER
BULL RUN
CLACKAMAS
ROARING RIVER
OAK GROVE FORK
SALMON RIVER
MOLALLA RIVER
NORTH FK.
MIDDLE FK.
SOUTH FK.
HOT SPRINGS FK.
Eagle Creek
COUNTY
STEM
Oct. 1965
D
ry Highway
y on State Primary Highway
y on State Secondary Highway
y on County Road

8712

1859

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Proposed FAS-C Projects

AGENDA
SEP 28 1976

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

## PROPOSED COUNTY FAS PROJECTS

| County | FAS | Section | Programmed Amount | State's Share (rounded) |
|---|---|---|---|---|
| Benton | A508 | Bellfountain Rd.-Pacific Hwy. W. Sec., Greenberry Road | $ 300,000 | $ 21,000 |
| Clackamas | A616 | Pudding River (Red) Br. Sec. Arndt Road | 460,000 | 32,200 |
| Harney | B472 | Frenchglen Hwy.-Diamond Sec. Old Diamond Highway | 205,000 | 14,350 |
| Linn | A496 | Thomas Creek (Weddle) Br. Sec. Kelly Road | 200,000 | 14,000 |
| Linn | A482 | Upper Calapooya River Br. Sec. Calapooya River Road | 250,000 | 17,500 |
| Marion | A585 | Pudding River (Nussom Rd.) Br. Section, Nussom Road | 350,000 | 24,500 |
| Polk | A557 | Godsey Rd.-Pacific Hwy. W. Sec. Clow Corner Road | 250,000 | 17,500 |
| Tillamook | A727 | Nehalem River (C.C.C.) Br. Sec. Foss Road | 400,000 | 28,000 |
| Umatilla | B570 | Hermiston Hwy.-Umatilla/Stanfield Hwy. Sec., Highland Ave. | 240,000 | 16,800 |
| Umatilla | B579 | McKay Creek (Shaw) Bridge Sec. Spring Hollow Road | 90,000 | 6,300 |
| Union | B613 | Lookingglass Creek (Palmer Jct.) Bridge Sec., Forest Boundary Rd. | 100,000 | 7,000 |
| Washington | A678 | Tualatin Valley Hwy.-S.C.L. Cornelius Cornelius, S. 10th Ave. & Golf Course Rd. | 340,000 | 23,800 |
| Yamhill | A696 | Salmon River Hwy.-Deer Creek Sec. Gopher Valley Rd. | 220,000 | 15,400 |
| Yamhill | A695 | Hillcrest Rd.-Tindell Creek Rd. Section, Willamina Creek Road | 200,000 | 14,000 |
| Yamhill | A698 | Lafayette Hwy.-Webfoot Rd. Sec. | 160,000 | 11,200 |
| | | TOTAL | $3,765,000 | $263,550 |

76-f
9/13/76

CLACKAMAS COUNTY
Proposed FAS-C Project

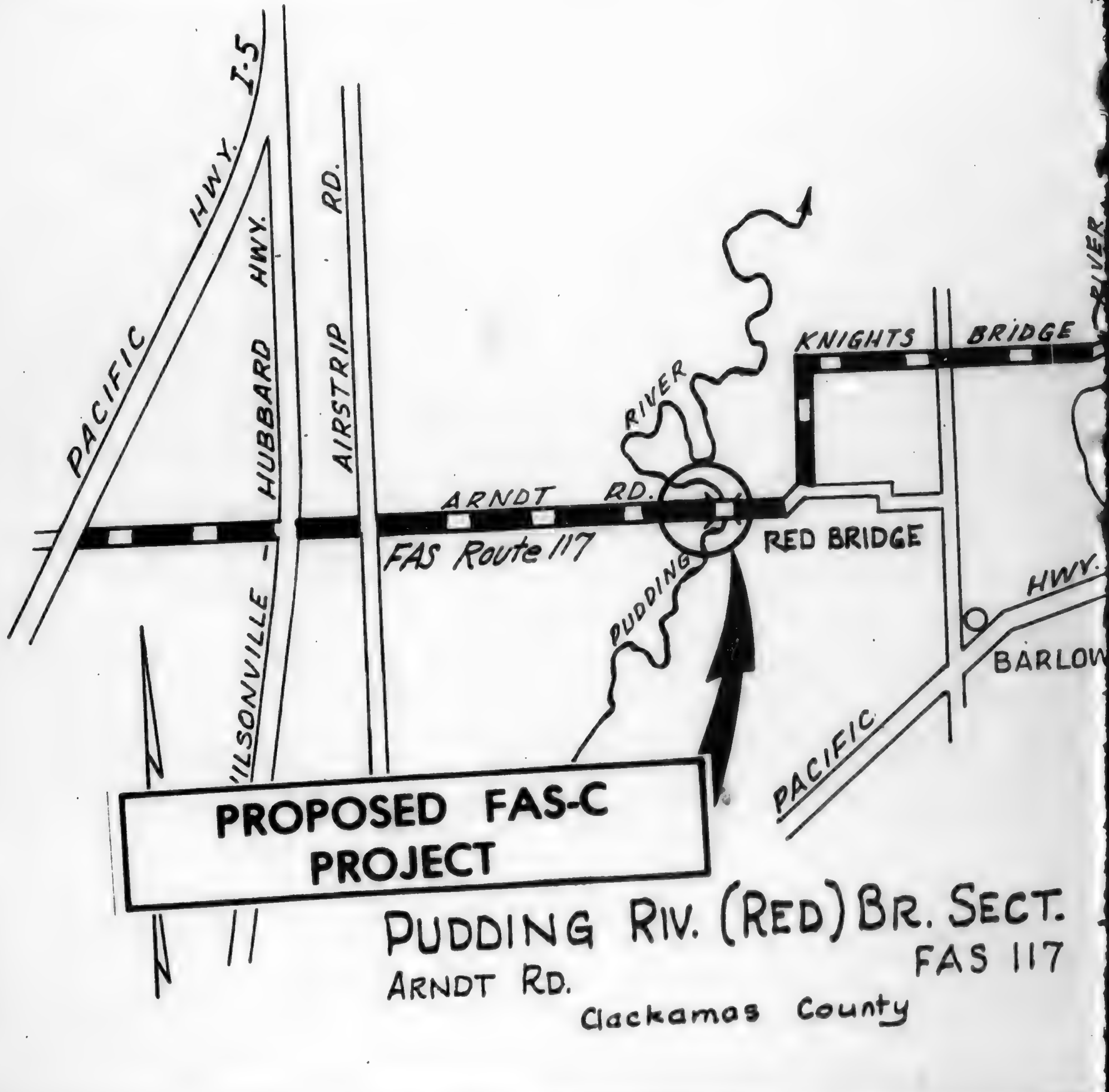
Pudding River (Red) Bridge Section
Arndt Road, FAS A616
Structures (one bridge, one large culvert)
$460,000

Construct a reinforced concrete bridge 200 feet long with a 40-foot roadway without sidewalks, plus a large overflow culvert structure. All work including structures, approaches, guardrail, riprap and removal of existing bridge will be done under contract. County will close the road, sign outside the work area, and provide and maintain alternate roads for detours. County will also perform permanent signing and striping.

Additional right-of-way will not be required and a hearing will not be necessary.

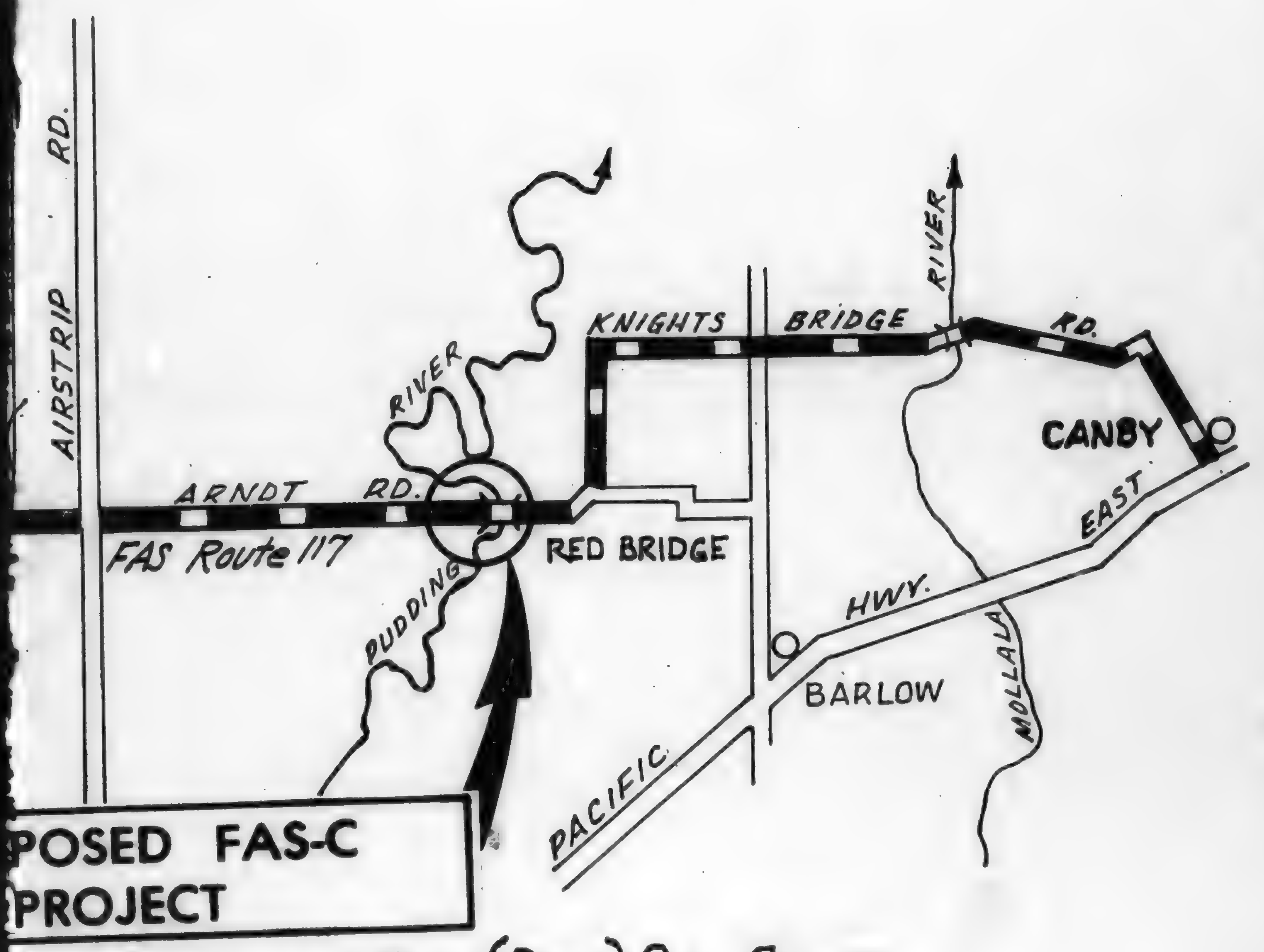
State will perform all engineering.

76-f
9/13/76


PACIFIC HWY. I-5
HUBBARD HWY.
WILSONVILLE
AIRSTRIP RD.
ARNDT RD.
FAS Route 117
RIVER
PUDDING
RED BRIDGE
KNIGHTS BRIDGE
RIVER
HWY.
BARLOW
PACIFIC

**PROPOSED FAS-C PROJECT**

PUDDING RIV. (RED) BR. SECT.
FAS 117
ARNDT RD.
Clackamas County


AIRSTRIP RD.
RIVER
KNIGHTS BRIDGE RD.
RIVER
CANBY
ARNDT RD.
FAS Route 117
RED BRIDGE
PUDDING
EAST
HWY.
BARLOW
MOLLALA
PACIFIC
POSED FAS-C
PROJECT

PUDDING RIV. (RED) BR. SECT.

ARNDT RD.

FAS 117

Clackamas County

FAS-C
Clack Co

**OREGON STATE
HIGHWAY DIVISION**

**REGION 1**

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 10, 1976

Mr. Winston Kurth
Clackamas County Engineer
902 Abernethy Road
Oregon City, Oregon 97045

Re: Red Bridge FAS-C Project
Clackamas County

Dear Mr. Kurth:

Your request for an FAS-C project to improve Red Bridge has been reviewed and appears to be eligible when funds become available. Under the present formula for distributing state wide FAS-C funds, Clackamas County is well down on the priority list and funds will not be available for this project at least until new federal funds are appropriated. We will hold your request and when funds become available will contact you as processing is resumed. At this time it seems unlikely that the project could be developed and programmed in time for the 1976 construction season.

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

JR/lms
cc: Bob Prange - O.S.H.D. ← THIS COPY FOR

Prange

RECEIVED
COUNTY & CITY SECTION
MAR 12 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAR 11 '76
REFER TO
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 81-734-3122

fas 117
Clack Co

Salem
March 2, 1976

Robert H. Prange
Rural Engineer

Mr. Jon Rose
Region 1 Federal Aid Engineer

Proposed FAS-C Project
Pudding River (Red) Bridge Section
Arndt Road, FAS 117
Clackamas County

We have reviewed Clackamas County's FAS-C project request for the Pudding River Bridge project. We had about $2,464,000 left in accumulated unreserved funds, however, since Clackamas County was No. 33 on the project priority list, the funds were depleted by counties having a higher priority. So we are holding the Pudding River Bridge project until Congress enacts the new Federal-Aid Highway legislation and appropriates corresponding funds. The County should be advised that these funds probably will not be released in time for proposed projects to be developed and programmed for the 1976 construction season.

RHP:dp

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

fas 117
Clack Co

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4

Region 1 - Milwaukie
January 29, 1976

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

SUBJECT: PROPOSED FAS-C PROJECT
Red Bridge
Clackamas County

TO: BOB PRANGE
Rural Engineer

As we discussed today by telephone, I am forwarding an application from Clackamas County for an FAS-C project to reconstruct Red Bridge. The attached package from the County includes a project request, a memo of explanation, a small scale map showing the general location of the project, a bridge inventory sheet, and 4 photographs.

We are keeping one copy of the Environmental Assessment for review by Region Environmentalist Craig Markham, but will take no action on that until we hear from you that the project can be processed. Note!

Clackamas County has asked that this request be forwarded prior to the Bebruary 1 deadline, so it is sent to you for whatever action seems appropriate.

2/2/76 Called Jon Rose - will contact Craig and send in material

Prange

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COUNTY & CITY SECTION
JAN 30 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

JR/lms
Attachment
cc: Craig Markham

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

January 27, 1976

Mr. Jon Rose
Federal Aid Engineer
Region I
Oregon State Highway Department
P. O. Box 02157
Portland, OR 97202

Enclosed please find a project application for FAS 117, which requests the reconstruction of Red Bridge and the installation of additional culvert capacity providing approximately 400 square feet of opening 1,000 feet west of the existing bridge.

I am also enclosing map which indicates the project area, project environmental assessment statement and a copy of the Oregon Bridge Inventory sheet relating to this structure.

Additional enclosures are photos of the existing bridge and a memorandum relating to the concept of the basic project.

This information is being submitted to meet the deadline for application for such projects, established by the Oregon State Highway Department as of February 1, 1976.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Enclosures

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JAN 30 1976
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

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COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

January 19, 1976

SUBJECT: Replacement of Red Bridge #6521

Red Bridge on FAS117 (Arndt Rd.) over the Pudding River located in Section 36, T3S, R1W. consists of three 29 foot concrete approaches on timber pile bents and a 100 foot thru steel girder center span. The design of the H-15 structure was done by the Oregon State Highway Department and built in 1954 under contract as a joint project of Clackamas and Marion Counties, with equal cost sharing.

Although this bridge was adequate in 1954, this narrow 20 foot wide structure creates a potentially dangerous hazard when connected to the 40 foot wide FAS route which is travelled by an average of 1500 cars daily in 1975. Also, the H-15 does not meet the needs of the ever increasing truck traffic. Additionally, in 1972 and 1974 high water caused substantial erosion of the downstream property adjacent to the bridge. Much, if not all, of this condition may be attributed to elevating the grade of the FAS road when it was rebuilt in 1971 under FAS Project #S573-1. Prior to the rebuilding of the road, periods of high water would annually close the road. However, the water passing over the road was slack or backwater whereas raising the grade may have created an increase in the velocity through the channel at the bridge with the resultant erosion in 1972 and 1974 precipitating a lawsuit against Clackamas County.

In May of this year plated rip-rap was placed lining both banks upstream and extending to the downsteam edge of the bridge, this project was done under the emergency flood repair act.

In summary, the bridge would appear to be substandard in three areas.

1. A H-15 design is not adequate for today's truck traffic.

2. A 20 foot wide roadway is potentially dangerous hazard when connected to a 40 foot wide road which is travelled by an average of 1500 cars daily at speeds of 55 MPH.

3. The flood damage of 1972 and 1974 is supportive of the need for reconstruction of this bridge.

In conclusion, we propose that a 200 foot - 250 foot structure with a 40 foot wide roadway accompanied by channel excavation would alleviate the deficiencies outlined above. In addition we propose that large span culverts with an end area of 400 sq. ft. be installed at Station 155 in accordance with the O. S. H. D. Hydrogeologist's report dated September 5, 1972.

/mkh

COMMISSIONERS
HENRY C. MATTSON CHAIRMAN
PAT McCARTHY
HARRY CARSON, JR.
EXECUTIVE SECRETARY
BRUCE PROSSER
LEGAL COUNSEL
DUANE R. ERTSGAARD

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON 97301

TELEPHONE 364-4401
AREA CODE 503

January 20, 1972

County-City Relations Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

This is to advise you that we are entirely in support of the Arndt Road bridge replacement as set forth in the letter of January 4, 1972, from Clackamas County.

Very truly yours,

MARION COUNTY BOARD
OF COMMISSIONERS

Henry C. Mattson
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

JAA:ja

cc: Clackamas County Board
of Commissioners

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COUNTY & CITY SECTION
JAN 21 1972
☑ ENGR. ☑ CCOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ SE ☑ RE ☑ RPE ☐

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

January 4, 1972

RECEIVED
JAN 6 1972
MARION COUNTY ENGINEER

Mr. John Anderson
County Engineer
Marion County
Courthouse
Salem, Oregon

Dear John:

You no doubt received a copy of Si. Cox's December 28th form letter to all counties regarding the Federal Aid Highway Act of 1970. Mr. Cox urged that all counties desiring to use funds under this Act submit their application by April 1, 1972.

After studying the Act in detail, we came to the conclusion that the Arndt Road bridge over the Pudding River would be a worthy project. We based this conclusion on the fact that the bridge is quite narrow in comparison to the roadway, and that this narrow width creates a hazard to the traveling public.

On December 23, 1971 Mr. Kurth corresponded with the Highway Department regarding our application for this project. Attached please find a copy of this correspondence. This information is being made available to you so that you will know our intentions in this matter.

We are not asking for your financial support at this time but would hope that you would support this request in that it affects both our counties.

If you have any questions regarding this matter, please feel free to contact me at your convenience.

Sincerely yours,

John C. McIntyre
Director of Public Works

RECEIVED
COUNTY & CITY SECTION
JAN 21 1972
☑ ENGR. ☑ COOR. ☑ JE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

JCM/mak
Attchmt.

**COUNTY OF CLACKAMAS**
**DEPARTMENT OF PUBLIC WORKS**
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director
Phone 655-3311, Ext. 281

December 23, 1971'

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Re: FAS 117 - Pudding River Bridge

I have read segments of the Federal Aid Highway Act of 1970 and in particular Section 144, which relates to a special bridge replacement program. Clackamas County has a very worthy project that is felt to have a very high priority for funding under this program. As you are well aware, Clackamas and Marion Counties have just completed a joint FAS project on the improvement of Arndt Road from the Airstrip Road to the Pudding River Bridge. This road improvement has resulted in a 40 foot wide surfaced road with extremely good alignment leading into a narrow 20 foot bridge which crosses Pudding River. In addition to the narrowness of the bridge, there are outside steel girders that extend approximately 4 feet above the top of the deck of the bridge. I feel anyone who has observed the actual situation would agree we have all the ingredients of a hazardous bridge crossing, and any accident will most probably be very serious.

With the development of a new community which will have approximately 8,000 people just south of Wilsonville, a tremendous traffic volume increase can be expected on this bridge crossing. The priority that Clackamas County places on this route is, of course, evidenced by the fact that we have requested a half-million dollar FAS road project for its reconstruction. Clackamas County wishes it were in the position of having sufficient FAS funds to reconstruct the bridge crossing of the Pudding River. However, such is not the case. Clackamas County has requested projects which require the allocated three years' advance appropriations allocated for, in order

Answered by Circular Letter
Reply [illegible]
12-29-71
Sc

RECEIVED
COUNTY & CITY SECTION
DEC 27 1971
☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

to fund the requested projects. With this background information and under this situation, I am requesting that a high priority be assigned the Pudding River bridge on Arndt Road for reconstruction. The basis of this high priority would be on the inadequacy of its width and other geometric conditions which make it an extreme safety hazard.

Any guidance or direction that you can give Clackamas County in qualifying this bridge for Federal funds under Title 144 of the Federal Highway Act of 1970 will be most appreciated.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Public Works Director

WWK/mak

Send all inventory forms. (to regional Br. Engr.)
program of Cost.
prior to April 1.
75–25

Photo of Bridge filed
in Org 7 - Br. - Pudding R.

CLACKAMAS COUNTY
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD
OREGON CITY, OREGON 97045

#6521

148E

P.

8713 Ski Bowl Frontage Rd.-Summit 1976
Meadow Rd. & Warm Spgs. Intchg.-
Salmon R. Curves Sec. (Grade & pave)

8713

L

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
**MATERIALS SECTION**
**SALEM, OREGON 97310**

NOTED
H. S. COULTER

In Reply Refer to
File No MAT 4

RECEIVED
STATE HWY ENGR
JUL 15 '80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

July 14, 1980

copy
MAT 3
# 8953

Mr. Forrest E. Jones, Director
Marion County Road Department
5155 Silverton Road, NE
Salem, OR 97303

Dear Mr. Jones:

In response to your letter of 20 June 1980 to Rick Kuehn, enclosed is a copy of our recent revised table of details for Asphalt Penetration Macadam. The aggregate and asphalt spread rates for each type of macadam were calculated to provide the required quantities for typical aggregate now produced in Oregon.

It has been reported that 5 to 10 percent more aggregate is required on projects where more cubical aggregates are used and less aggregate is required with aggregates of less least dimension. With the use of impact crushed quarry aggregates we generally find that the quantities as calculated are about right.

For the use of emulsified asphalt rather than paving grade asphalt the quantities for asphalt spread must be multiplied by 1.5 to provide the same residual asphalt. However, it has been found that a spread rate of something like 1.1 to 1.2 times that calculated for paving asphalt seems to give adequate embedment without excessive emulsion runoff.

Penetration macadam of a double 0-9 type have been used for resurfacing on two of our recent contract projects. The use of a 3/4 inch top size aggregate seems to lay better on a hard surface than the larger sized materials. The application rates used are .40 gal/$yd^2$ CRS-2, .018 $yd^3/yd^2$ 3/4"-½" for the first spread; .30 gal/$yd^2$ CRS-2, .019 $yd^3/yd^2$ 3/4"-½" for the second spread; .31 gal/$yd^2$ CRS-2, .012 $yd^3/yd^2$ ½"-¼" with .003 $yd^3/yd^2$ ¼"-#10 choke for the third spread. The mat is allowed to cure 4 or 5 days before the seal of .25 gal/$yd^2$ CRS-2 and .011 $yd^3/yd^2$ ¼"-#10 is applied.

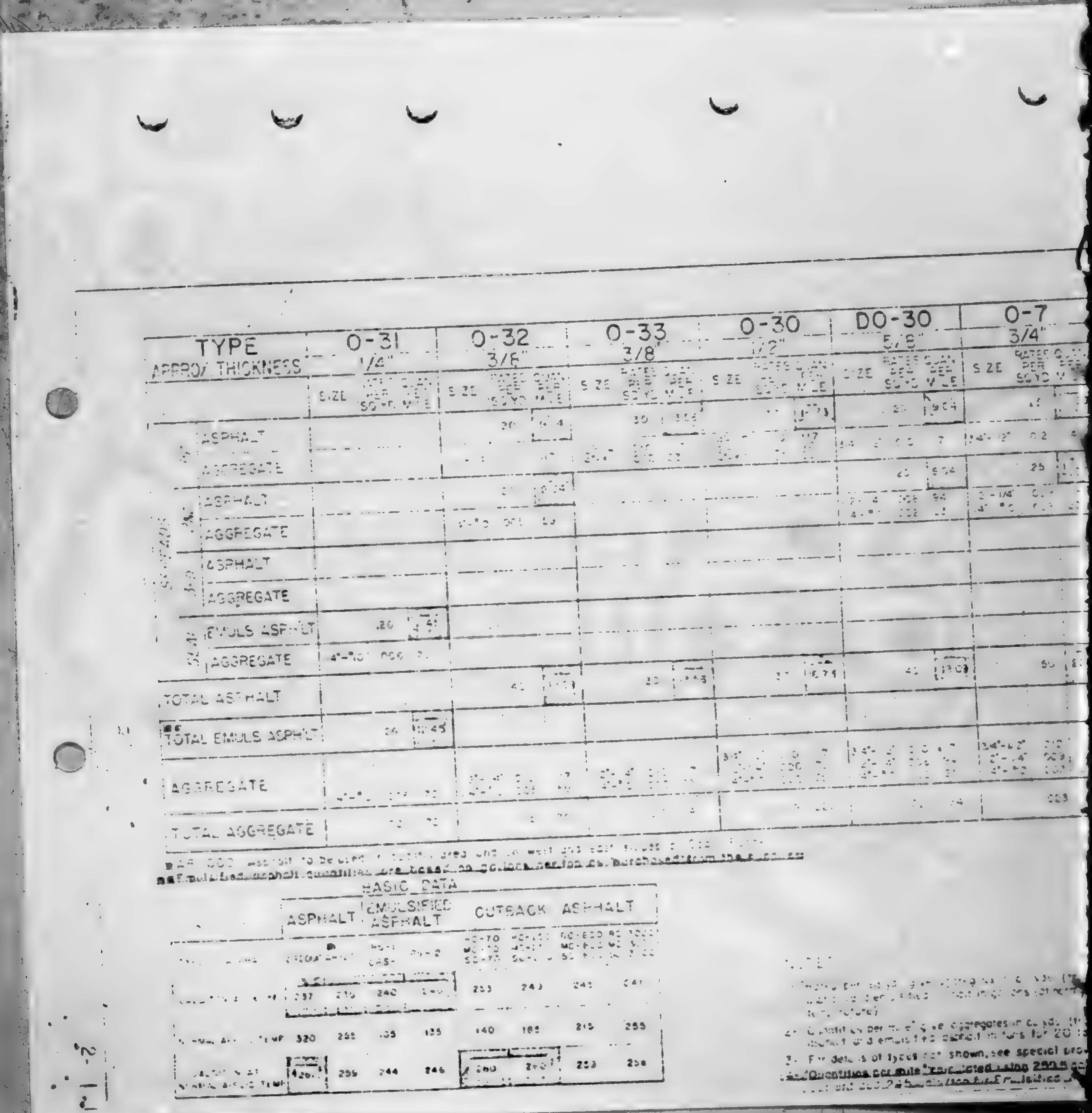
Should you have questions regarding this information, give us a call or contact John Gunter our District Maintenance Engineer in Klamath Falls.

Very truly yours,

JAMES E. WILSON, JR.
Asst. Engineer of Materials

cc: ✓H. S. Coulter
C. T. Keasey
Rick Kuehn

Form 734-3122



| TYPE | | 0-31 | | | 0-32 | | | 0-33 | | | 0-30 | | | DO-30 | | | 0-7 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APPROX THICKNESS | | 1/4" | | | 3/8" | | | 3/8" | | | 1/2" | | | 5/8" | | | 3/4" | |
| | | SIZE | RATES PER SQ YD | QUAN PER MILE | SIZE | RATES PER SQ YD | QUAN PER MILE | SIZE | RATES PER SQ YD | QUAN PER MILE | SIZE | RATES PER SQ YD | QUAN PER MILE | SIZE | RATES PER SQ YD | QUAN PER MILE | SIZE | RATES PER SQ YD |
| | ASPHALT | | | | | .20 | [illegible] | | .30 | [illegible] | | [illegible] | [illegible] | | .20 | [illegible] | | [illegible] |
| | AGGREGATE | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | ASPHALT | | | | | [illegible] | [illegible] | | | | | | | | .20 | [illegible] | | .25 |
| | AGGREGATE | | | | [illegible] | [illegible] | [illegible] | | | | | | | [illegible] | [illegible] | [illegible] | 2-1/4" | [illegible] |
| | ASPHALT | | | | | | | | | | | | | | | | | |
| | AGGREGATE | | | | | | | | | | | | | | | | | |
| | EMULS ASPHALT | | .20 | [illegible] | | | | | | | | | | | | | | |
| | AGGREGATE | [illegible] | [illegible] | [illegible] | | | | | | | | | | | | | | |
| TOTAL ASPHALT | | | | | | .40 | [illegible] | | [illegible] | [illegible] | | [illegible] | [illegible] | | .40 | [illegible] | | .50 |
| ** TOTAL EMULS ASPHALT | | | .24 | [illegible] | | | | | | | | | | | | | | |
| AGGREGATE | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| TOTAL AGGREGATE | | | [illegible] | [illegible] | | [illegible] | [illegible] | | | [illegible] | | [illegible] | [illegible] | | [illegible] | [illegible] | | [illegible] |

* AR-000 asphalt to be used [illegible] west and east [illegible]

** Emulsified asphalt quantities are based on [illegible] gallons per ton as purchased from the [illegible]

BASIC DATA

| | ASPHALT | EMULSIFIED ASPHALT | | CUTBACK ASPHALT | | | |
|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | RS-1<br>CRS-1 | RS-2 | RC-70<br>MC-70<br>SC-70 | [illegible] | RC-800<br>MC-800<br>SC-800 | [illegible] |
| [illegible] | 237 | 235 | 240 | 240 | 253 | 243 | 245 | 241 |
| [illegible] TEMP | 320 | 235 | 135 | 135 | 140 | 185 | 215 | 255 |
| [illegible] SPRAYING TEMP | 420 | 235 | 244 | 246 | 260 | [illegible] | 253 | 258 |

NOTES

1. [illegible]
2. Quantities per mile give aggregates in cu. yds. [illegible] asphalt and emulsified asphalt in tons for 20 [illegible]
3. For details of types not shown, see special pro[illegible]

** Quantities per mile [illegible] 250 [illegible]

| 31 | 0-32 | | | 0-33 | | | 0-30 | | | DO-30 | | | 0-7 | | | 0-9 | | | 0-11 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | 3/8" | | | 3/8" | | | 1/2" | | | 5/8" | | | 3/4" | | | 7/8" | | | 1-1/4" | | |
| [illegible] | SIZE | RATES PER SQ YD | QUAN. PER MILE | SIZE | RATES PER SQ YD | QUAN. PER MILE | SIZE | RATES PER SQ YD | QUAN. PER MILE | SIZE | RATES PER SQ YD | QUAN. PER MILE | SIZE | RATES PER SQ YD | QUAN. PER MILE | SIZE | RATES PER SQ YD | QUAN. PER MILE | SIZE | RATES PER SQ YD | QUAN. PER MILE |

[illegible]

SIC DATA

| ULSIFIED SPHALT | | CUTBACK ASPHALT | | | |
|---|---|---|---|---|---|
| S- | RS-2 | RC-70<br>MC-70<br>SC-70 | RC-250<br>MC-250<br>SC-250 | RC-800<br>MC-800<br>SC-800 | RC-3000<br>MC-3000<br>SC-3000 |
| .40 | 240 | 253 | 243 | 240 | 24[illegible] |
| .35 | 135 | 140 | 185 | 215 | 255 |
| .44 | 246 | 260 | 2[illegible]0 | 253 | 256 |

2. Quantities per mile of aggregates in cubic [illegible]

3. For details of types not shown, see special provisions

4. Quantities per mile calculated using 253.5 gal/ton for asphalt [illegible]

ASPHALT PENETRATION MACADAM

File: CON 5
S.C. 13

# INTEROFFICE MEMO

STATE OF OREGON

DATE: July 14, 1980

TO: Marion Craft
Region Construction Engineer

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

Subject: Sampling of Asphalt Concrete on Mt. Hood & Warm Springs Hwy.

Twelve pavement locations have been marked on our Ski Bowl Frontage Rd.-Summit Meadows Rd. & Warm Springs Int.-Salmon River Curves Section and the adjacent FHWA Warm Springs Highway Section for an evaluation of the surface ravelling. The following is a listing of the suggested locations for sampling.

#1 MP 61.27 Westbound, Outside Wheel Track

#2 MP 61.27 Westbound, Shoulder

#3 MP 61.20 Eastbound, Middle Lane, Outside Wheel Track

#4 MP 61.20 Eastbound, Outside Lane, Outside Wheel Track

#5 MP 59.65 Westbound, Outside Wheel Track

#6 MP 59.65 Westbound, Outside Shoulder

#7 MP 59.05 Westbound, Inside Wheel Track

#8 MP 59.05 Westbound, Outside Wheel Track

#9 MP 59.05 Westbound, Shoulder

#10 MP 54.75 Eastbound, Outside Lane, Inside Wheel Track

#11 MP 54.75 Eastbound, Outside Lane, Outside Wheel Track

#12 MP 54.75 Eastbound, Outside Lane, Shoulder

Samples required from each of the twelve locations are three 4-inch diameter and three 6-inch diameter cores. The cores should be cut in a longitudinal direction starting at the location marked in the pavement.

cc: ✓H. S. Coulter
C. T. Keasey
Ed Hardt
Emory Richardson

Contains
Recycled
Materials

File: CON 5
S.C. [illegible]53

STATE OF OREGON

# INTEROFFICE MEMO

TO: R. C. Pool
Region Const. Engineer

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

DATE: July 14, 1980

Subject: Asphalt Penetration Macadam
Cores and Cut Samples,
Shaniko-The Dalles/Calif.
Hwy. Jct.

Testing has been completed on eight cores and two cut samples from the O-11 asphalt penetration macadam on the Shaniko-The Dalles/Calif. Hwy. Section. The samples were tested for gradation and asphalt content or reclaimed asphalt properties and the asphalt and aggregate quantities per square yard were calculated for the cut samples. Enclosed are laboratory reports #80-11449 through #80-11458.

The following are calculated quantities of aggregate and asphalt per square yard for the two cut samples:

| | MP 62 (#80-11457) | MP 68 (#80-11458) | Revised 0-11 Standard |
|---|---|---|---|
| 1¼"-3/4" | .0165 $yd^3$ | .0151 $yd^3$ | .025 $yd^3$ |
| 3/4-1/2" | .0110 " | .0080 " | .011 " |
| 1/2-1/4" | .0114 " | .0109 " | .010 " |
| 1/4"-#10 | .0119 " | .0174 " | .009 " |
| Asphalt | 1.276 gal. | 1.643 gal. | 1.30 gal. |

The calculations show that the mat is deficient in 1¼"-3/4" aggregate and the flushed areas contain more asphalt than the standard spread rate. With inadequate 1¼ inch aggregate, there are insufficient voids in the mat for the amount of asphalt contained.

Asphalt was recovered from cores with and without surface flushing. Penetration and viscosity tests made on the recovered asphalt indicate that the properties of the binder are near those of the original material.

It appears that the surface flushing of the mat is the result of inadequate 1¼ inch aggregate, excess asphalt and asphalt migration to the surface from moisture or oil distilate vapor pressure. Options for repair of the surfacing include rolling in ¼"-#10 chips when the weather is hot, burning off the excess asphalt or overlaying the fat areas with an open graded ¼"-#10 mix.

cc: H. S. Coulter
C. T. Keasey
Dale Allen
Dick Hawkins
R. J. Van Cleave

Contains
Recycled
Materials

Form 61-734-3060

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

[illegible]

Laboratory No. 80 11449
Data Sheet No.
Prefix 33-1121
Laboratory charge $40—

Project Surfaced Sect. The Dalles/Calif. Hwy.
Highway
Contractor Superior Asphalt + Conc. Co. No. 8953
Date received 6-12-80
Date reported July 14, 1980
Submitted by
Source of Material [illegible]
Sampled or inspected at MP. 57+00 9½' RT
To be used [illegible]
Sampled or inspected by
Quantity represented Thickness-1¼"-1⅜"

Test results from 6" diameter cores.

Gradation: P 1" - 100 P 3/8" - 50 P #40 - 6
P 3/4" - 98 P 1/4" - 38 P #200 - 3.6
P 1/2" - 62 P #10 - 15 Asphalt Content - 8.0 *
Moisture content at time of extraction - .173 %
* Includes — % retention.

Observed condition: Surface - Flushed
internal - very Thick coating in upper ¼"
95+% coating

REPORT TO:

☐ F.H.W.A.
X Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
Resident Engineer
X District Engineer D. Hawkins
2X☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3000

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

Laboratory No. 80 11450

Data Sheet No.

Bituminous Cores - Asphalt Penetration

Prefix 33-1121

Project Summit - The Dalles/California Hwy.

Laboratory charge $ 124-

**Highway**

**Contractor** Superior Asphalt & Conc. Co. No. 8953

Date received 6-12-80

**Submitted by**

Date reported July 14, 1980

**Source of Material** 0-11 Asphalt Penetration Macadam

**Sampled or inspected at** MP 54+89 N.L. 9½' RT

To be used Surfacing

**Sampled or inspected by**

Quantity represented Thickness - 1¼" - 1⅜"

Recovered Asphalt by Abson Method (AASHTO - T-170) '55 modified

Penetration @ 77°F. - 84

Kinematic Viscosity @ 275°F. - 249

Absolute Viscosity @ 140°F. - 982

Observed conditions: surface - flushed
internal - Very thick coating in upper ½"
No coating on ½"+ aggregate

**REPORT TO:**

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
X ☐ District Engineer D. Hawkins
2X ☐ Files

**RECOMMENDATION:**

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3080

80 11451

Laboratory No.

Data Sheet No.

Prefix 23-1121

Laboratory charge $ 10 —

# OREGON STATE HIGHWAY DIVISION
## MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES - Asphalt Pen Macadam

Project [illegible] — 7 [illegible] [illegible]

Highway

Contractor Superior [illegible] - Coos Co. No. 8753

Date received 6-[illegible]-80

Date reported July 14, 1980

Submitted by

Source of Material 0-11 Asphalt Penetration Macadam

Sampled or inspected at MP 23.[illegible] 9'Rt. S.L. To be used Surfacing

Quantity represented Thickness: 1¼"-1½"

Sampled or inspected by

Test results from 6" diameter cores.

| | | | | | |
|---|---|---|---|---|---|
| Gradation: P 1" - | 96 | P 3/8" - | 46 | P #40 - | 5 |
| P 3/4" - | 83 | P 1/4" - | 32 | P #200 - | 1.9 |
| P 1/2" - | 57 | P #10 - | 14 | Asphalt Content - | 10.8 * |

Moisture content at time of extraction - 1.93 %

* Includes — % retention.

Observed condition: Surface slight flushing;
Interior - Thick coating in upper 1¼"
30% coated, 1" + aggregate uncoated

REPORT TO:

☐ F.H.W.A.
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
X☐ District Engineer D. Hawkins
2X☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Laboratory No. 80 11452

Data Sheet No.

Bituminous Con. — Asphalt Pen Macadam Sample No. 33-1121

Project SHANIKO – THE DALLES/[illegible] Laboratory charge $ 121 —

Highway

Contractor SUPERIOR ASPHALT + CONST. CO. No 8953 Date received 6-12-80

Submitted by Date reported July 14, 1980

Source of Material O-11 Asphalt Penetration Macadam

Sampled or inspected at MP 64+32 20' LT. To be used Surfacing

Sampled or inspected by Quantity represented Thickness 1¼"-1¾'

Recovered Asphalt by Abson Method (AASHTO - T-170) '55 modied

Penetration @ 77°F. - 75

Kinematic Viscosity @ 275°F. - 300

Absolute Viscosity @ 140°F. - 1119

Observed condition: surface - raw asphalt ½" Thick
internal — 50% coated — ½"+ aggregate uncoated

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
X ☐ District Engineer D. Hawkins
2X ☐ Files

Form 81-734-3060

80 11453

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

BITUMINOUS CORES – Asphalt Pen Macadam

Laboratory No. 80 11453
Data Sheet No.
Prefix 53-[illegible]
Laboratory charge $ 40 –

Project SHANIKO – THE DALLES/[illegible]
Highway
Contractor SUPERIOR ASPHALT [illegible] Co No. 5953
Date received 6-12-80
Date reported July 14, 1980
Submitted by
Source of Material O-11 Asphalt Penetration Macadam
Sampled or inspected at MP 65120 40'RT
To be used Surfacing
Sampled or inspected by
Quantity represented Thickness – 1¼"–1⅜"

Test results from 6" diameter cores.

| | | | | | |
|---|---|---|---|---|---|
| Gradation: P 1" - | 100 | P 3/8" - | 64 | P #40 - | 7 |
| P 3/4" - | 87 | P 1/4" - | 48 | P #200 - | 2.4 |
| P 1/2" - | 76 | P #10 - | 20 | Asphalt Content - | 9.7 * |

Moisture content at time of extraction - 1.63 %

* Includes —— % retention.

Observed condition: Surface – slight flushing
internal – 70% coated – 1"+ aggregate uncoated

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- X ☐ District Engineer D. Hawkins
- 2X ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3000

11454.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No.
Data Sheet No.

BITC [illegible] CORES - Asphalt Penetration

Prefix 33-11[illegible]

Project [illegible]

Laboratory charge 40

Highway

Contractor [illegible] No. 2153

Date received 6-[illegible]

Submitted by

Date reported July 14, 1980

Source of Material O-11 Asphalt Penetration Macadam

Sampled or inspected at [illegible]

To be used Surfacing

Sampled or inspected by

Quantity represented Thickness 1¼ - 1¾"

---

Test results from 6" diameter cores.

| | | | | | | |
|---|---|---|---|---|---|---|
| Gradation: | P 1" - | 98 | P 3/8" - | 55 | P #40 - | 6 |
| | P 3/4" - | 76 | P 1/4" - | 43 | P #200 - | 2.2 |
| | P 1/2" - | 63 | P #10 - | 17 | Asphalt Content - | 9.8 * |

Moisture content at time of extraction - 1.59%

* Includes [illegible] retention.

observed condition: Surface - slight flushing
internal - 95+% coated - high asphalt
content in upper ½"

REPORT TO:

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
X ☐ District Engineer R. Hawkins
2X ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C Jenkins

Form 81-734-3080

## OREGON STATE HIGHWAY DIVISION
## MATERIALS SECTION LABORATORY RECORD

BITUMINOUS CORES - Asphalt Pen Macadam

Laboratory No. 80 11455

Data Sheet No.

Prefix 33-1121

Laboratory charge $ 42 -

Project S[illegible] - [illegible]

Highway

Contractor SUPERIOR [illegible] No. [illegible]

Date received 6-11-80

Date reported July 14, 1980

Submitted by

Source of Material 0-11 Asphalt Penetration Macadam

Sampled or inspected at [illegible]

To be used Surfacing

Sampled or inspected by

Quantity represented Thickness 1¼"-1⅜"

Test results from 6" diameter cores.

| | | | | | |
|---|---|---|---|---|---|
| Gradation: P 1" - | 77 | P 3/8" - | 67 | P #40 - | 8 |
| P 3/4" - | 53 | P 1/4" - | 52 | P #200 - | 3.0 |
| P 1/2" - | 35 | P #10 - | 22 | Asphalt Content - | [illegible] * |

Moisture content at time of extraction - 2.2-1 %

* Includes —— % retention.

observed condition: Surface - slight flushing
Internal - 80% coated - some uncoated
aggregate ½"+.

**REPORT TO:**

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
X ☐ District Engineer D. Hawkins
2X ☐ Files

**RECOMMENDATION:**

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3080

11456

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

BITUMINOUS CORES - Asphalt Pen Macadam

Laboratory No.
Data Sheet No
Prefix [illegible]
Laboratory charge 40

Project [illegible]
Highway
Contractor [illegible] Co. No. [illegible]
Date received [illegible]
Submitted by
Date reported July 14, 1980
Source of Material 0-11 Asphalt Penetration Macadam
Sampled or inspected at [illegible]
To be used Surfacing
Sampled or inspected by
Quantity represented Thickness - 1¼"-1¾"

Test results from 6" diameter cores.

Gradation: P 1" - 96 P 3/8" - 52 P #40 - 7
P 3/4" - 79 P 1/4" - 42 P #200 - 2.5
P 1/2" - 62 P #10 - 21 Asphalt Content - 8.7 *
Moisture content at time of extraction - 1.71%
* Includes —% retention.

Observed condition: Surface - slight flushing
internal - 50% coated - ½"+ aggregate
uncoated

REPORT TO:

☐ F.H.W.A.
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
X☐ District Engineer D. Hawkins
2X☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form E 69 M- 7-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 80 11457
Data Sheet No.
Cut Sample – [illegible] Mix [illegible] Prefix [illegible]
Project Shaniko – [illegible] Amount charge 164 —
Highway
Dept. invoice No.
Contractor [illegible] Conc. Co. No. 8253
Date received [illegible]
Date reported July 14, 1980
Submitted by
Source of material 0-11 Asphalt Penetration Macadam
Sampled or inspected at [illegible] M.P. 62 N.B.
To be used Surfacing
Sampled or inspected by
Quantity represented Thickness - 1¼" - 1⅔"

**Test results** P 1¼" 100

Gradation: P 1" - 85 P 3/8" - 48 P #40 - 5
P 3/4" - 70 P 1/4" - 34 P #200 - 2.0
P 1/2" - 53 P #10 - 14 Asphalt Content - 3.0 *
Moisture content at time of extraction - 1.64 %
* Includes — % retention

**Recovered asphalt** by Abson Method (AASHTO - T-170) '55 modified
Penetration @ 77° F. — 84
Kinematic Viscosity @ 275° F. — 213
Absolute Viscosity @ 140° F. — 931

[illegible] — 2.3[illegible]

Observed condition: Surface — slightly flushed but Good
internal — 60% coated – mostly ½" + uncoated.

REPORT TO:
0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
X 0 Dist. Maint. Supt. D. Hawkins
0 Foreman
2x 0 Files

RECOMMENDATION:
Material as represented by this sample suitable for use.

John C. Jenkins

Form E-69—10M—7-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 80-11458
Data Sheet No.
·Bituminous Mix - Asphalt Pen Mac. Prefix 33-121
Project Surfacing - The Dalles/Calif. Hwy. Amount charge # 164—
Highway
Dept. invoice No.
Contractor Superior Asphalt + Conc. Co. No. 8953 Date received 6-12-80
Date reported July 14, 1980
Submitted by
Source of material 0-11 asphalt Penetration Macadam
Sampled or inspected at 1000' N. MP 68 NB. To be used Surfacing
Quantity represented Thickness - 1¼" - 1⅜"
Sampled or inspected by

Test results ; P1¼" - 100

| | | |
|---|---|---|
| Gradation: P 1" - 96 | P 3/8" - 54 | P #40 - 5 |
| P 3/4" - 74 | P 1/4" - 44 | P #200 - 2.0 |
| P 1/2" - 61 | P #10 - 16 | Asphalt Content - 10.7 * |

Moisture content at time of extraction - 1.84 %

* Includes — % retention

Recovered asphalt by Abson Method (AASHTO - T-170) '55 modified

Penetration @ 77° F. — 82
Kinematic Viscosity @ 275° F. — 259
Absolute Viscosity @ 140° F. — 968

AASHTO T 209 Maximum Specific Gravity - 2.23

Observed condition : surface — flushed
internal — 50% coated — ½"+ uncoated

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
X 0 Dist. Maint. Supt. D. Hawkins
0 Foreman
2X 0 Files

RECOMMENDATION:

Material as represented by this sample ........ suitable for use.

2713

U.S. GOVERNMENT PRINTING OFFICE 732-628

STATE COPY

cc: State (H. S. Coulte

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Clackamas | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-11-79 | REPORT MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>TQF-24(10) |
| COMPLETION DATE<br>10-20-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>1-15-79 | TIME ELAPSED<br>143 % | CONTRACT TIME<br>110 C.D. |
| APPROVED EXTENSIONS<br>None | LOCATION<br>U.S. 26, 0.8 mi. W. of Jct. SR 35, W. 3.11 mi. | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SKI BOWL FRONTAGE RD.-SUMMIT MEADOW RD.
and
WARM SPRINGS INTCHG.-SALMON RIVER CURVES
Paving

RECEIVED
STATE HWY ENGR
DEC 13 '79
REFER TO Heasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

12-13
ag

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>W. N. Bryant<br>Area Engineer<br>W. N. Bryant | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>12-12-79 | TITLE<br>Field Operations Engineer | DATE<br>12-12-79 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8713.

State

4

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>1-116 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Clackamas |
| MODIFICATION NUMBER<br>1 | 1-24-79 | Project Number<br>TQF-24(10) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 16, 19 78, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 389,456.00 | $ 424,177.00 |
| Federal funds | $ 334,036.00 | $ 363,943.00 |
| Other revisions | | |

This modification is made for the following reasons:

Increase in construction bid item costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of January, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By for H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon Jan. 16, 1979

Federal Aid Project
No. TQF-24(10)

Ski Bowl Frontage Rd.-Summit Meadow Rd.
Mt. Hood Highway
Clackamas County

Revised Project Agreement Estimate

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 10,400.00 |
| Type Code 6201<br>Roadway (M.P. 52.50 to M.P. 54.00)(M.P. 54.53 to M.P. 56.62)<br>Subtotal of Previous Estimate of May 31, 1978 | | | $336,261.00 |
| Previous Estimate<br>Class "B" Asphaltic Concrete | 15,900 Ton | 9.00 | $143,100.00 |
| Revised Estimate<br>Class "B" Asphaltic Concrete | 19,469 Ton | 9.00 | $175,221.00 |
| | Difference | | $ 32,121.00 |
| | Subtotal | | $368,382.00 |
| | Engineering | | $ 45,395.00 |
| | Total | | $413,777.00 |

Length of Project . . . . . . . . . . 3.59 miles
Cost of Roadway Per Mile. . . . . . $115,258.21

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 10,400.00 | $ 8,923.00 | $ 1,477.00 |
| Roadway | 413,777.00 | 355,020.00 | 58,757.00 |
| Total | $424,177.00 | $363,943.00 | $60,234.00 |

Group 1 - 50% Group 9 - 50%
Contract No. 8713
Prefix 3-1001
Prefix 3-1946 P.E.

Oregon State Highway Division
Salem, Oregon, Jan. 16, 1979

Federal Aid Project
No. TQF-24 (10)

## Warm Springs Int.-Salmon R. Curves
## (Nonparticipating-State Work)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 35,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 3,500.00 |
| Temporary Signs | 330 Sq. Ft. | 4.00 | 1,320.00 |
| Temporary Plastic Safety Markers | 40 Each | 30.00 | 1,200.00 |
| Flagmen | 480 Hr. | 17.00 | 8,160.00 |
| Pilot Car | 120 Hr. | 20.00 | 2,400.00 |
| Clearing and Grubbing | All Required | | 3,000.00 |
| Embankment in Place | 5,200 Cu. Yd. | 3.50 | 18,200.00 |
| Finishing Roadbed and Slopes | All Required | | 2,000.00 |
| Watering | 115 M-Gal | 10.00 | 1,150.00 |
| 1"-0 Aggregate Base | 3,550 Ton | 6.50 | 23,075.00 |
| Aggregate Shoulders | 600 Ton | 6.50 | 3,900.00 |
| Class "B" Asphalt Concrete Mixture | 12,000 Ton | 9.00 | 108,000.00 |
| Class "B" Asphalt Concrete Mixture In Leveling | 3,300 Ton | 9.00 | 29,700.00 |
| Asphalt Cement in Mixture | 1,000 Ton | 84.00 | 84,000.00 |
| Asphalt in Tack Coat | 10 Ton | 150.00 | 1,500.00 |
| Roadside Seeding and Mulching | 2 Acre | 1,000.00 | 2,000.00 |
| | | | $328,105.00 |

## Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping (S.F.) (40%) | All Required | | $ 1,200.00 |
| Temporary Pavement Striping (S.F.) (40%) | All Required | | 920.00 |
| Temporary Erosion Control (E.W.) (90%) | All Required | | 900.00 |
| State Responsibility for Damages (100%) | All Required | | 200.00 |
| | | | $ 3,220.00 |
| | | Subtotal | $331,325.00 |
| | | Engineering | 44,728.00 |
| | | Total | $376,053.00 |

8713

STATE COPY

OMB No. 04-R2089

4

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>6-159 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-16-78 | te Oregon<br>County Clackamas<br>Project No. TQF-24(10) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 0.8 miles W. of Jct. S.R. 35, W. 3.11 miles

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 6-10-77 | 3.59 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-5-78 | 3.59 |
| OTHER *(Specify)* | | |

| | FUNDS 85.77% |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
| $ 389,456.00 | $ 334,036.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By H S Coulter
For: H. S. Coulter
Oregon State Highway Engineer
*(Title)*

By
*(Title)*

By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 16 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, May 31, 1978

Federal Aid Project
No. TQF-24 (10)

Ski Bowl Frontage Rd.-Summit Meadow Rd.
Mt. Hood Highway
Clackamas County

Project Agreement Estimate.

### Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 7,800.00 |

### Type Code 6201
### Roadway (M.P. 52.50 to M.P. 54.00) (M.P. 54.53 to M.P. 56.62)

| | | | | |
|---|---|---|---|---|
| Furnishing Field Laboratory | 1 | Each | 2,000.00 | $ 2,000.00 |
| Mobilization (8%) | All | Required | | 30,000.00 |
| Temporary Protection and Direction of Traffic | All | Required | | 3,000.00 |
| Temporary Signs | 375 | Sq. Ft. | 4.00 | 1,500.00 |
| Temporary Barricades | 2 | Each | 50.00 | 100.00 |
| Flagmen | 600 | Hr. | 17.00 | 10,200.00 |
| Pilot Car | 150 | Hr. | 20.00 | 3,000.00 |
| Removal of Guard Rail | 150 | Lin. Ft. | 1.00 | 150.00 |
| Embankment In Place | 10 | Cu. Yd. | 20.00 | 200.00 |
| Watering | 35 | M-Gal | 10.00 | 350.00 |
| Aggregate Shoulders | 1,850 | Ton | 6.50 | 12,025.00 |
| Class "B" Asphalt Concrete Mixture | 15,900 | Ton | 9.00 | 143,100.00 |
| Class "B" Asphalt Concrete Mixture in Leveling | 2,300 | Ton | 9.00 | 20,700.00 |
| Asphalt Cement in Mixture | 1,180 | Ton | 84.00 | 99,120.00 |
| Asphalt in Tack Coat | 20 | Ton | 150.00 | 3,000.00 |
| 18-inch Culvert Pipe | 60 | Lin. Ft. | 20.00 | 1,200.00 |
| Guard Rail, Type 2A | 188 | Lin. Ft. | 12.00 | 2,256.00 |
| Gurad Rail Anchors, Type 2 | 3 | Each | 300.00 | 900.00 |
| Rail End Pieces, Type B | 3 | Each | 60.00 | 180.00 |
| | | | | $332,981.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) (60%) | All Required | $ 1,800.00 |
| Temporary Pavement Striping (S.F.) (60%) | All Required | 1,380.00 |
| Temporary Erosion Control (E.W.) (10%) | All Required | 100.00 |
| | | $ 3,280.00 |
| | Subtotal | $336,261.00 |
| | Engineering | 45,395.00 |
| | Total | $381,656.00 |

Length of Project - - - - - - - - - - - - 3.59 Miles
Cost of Roadway Per Mile - - - - - - - - - - - - - - - - - - - - - - - - - $106,310.86

**Summary of Funds (85.77%)**

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 7,800 | $ 6,690 | $ 1,110 |
| Roadway | 381,656 | 327,346 | 54,310 |
| Total | $389,456 | $334,036 | $55,420 |

Group 1-50%; Group 9-50%

Contract No. 8713

Prefix 3-1001

Prefix 3-1946

Oregon State Highway Division
Salem, Oregon, May 31, 1978

Federal Aid Project
No. TQF-24 (10)

Warm Springs Int.-Salmon R. Curves
(Nonparticipating-State Work)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 35,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 3,500.00 |
| Temporary Signs | 330 Sq. Ft. | 4.00 | 1,320.00 |
| Temporary Plastic Safety Markers | 40 Each | 30.00 | 1,200.00 |
| Flagmen | 480 Hr. | 17.00 | 8,160.00 |
| Pilot Car | 120 Hr. | 20.00 | 2,400.00 |
| Clearing and Grubbing | All Required | | 3,000.00 |
| Embankment in Place | 5,200 Cu. Yd. | 3.50 | 18,200.00 |
| Finishing Roadbed and Slopes | All Required | | 2,000.00 |
| Watering | 115 M-Gal | 10.00 | 1,150.00 |
| 1"-0 Aggregate Base | 3,550 Ton | 6.50 | 23,075.00 |
| Aggregate Shoulders | 600 Ton | 6.50 | 3,900.00 |
| Class "B" Asphalt Concrete Mixture | 12,000 Ton | 9.00 | 108,000.00 |
| Class "B" Asphalt Concrete Mixture In Leveling | 3,300 Ton | 9.00 | 29,700.00 |
| Asphalt Cement in Mixture | 1,000 Ton | 84.00 | 84,000.00 |
| Asphalt in Tack Coat | 10 Ton | 150.00 | 1,500.00 |
| Roadside Seeding and Mulching | 2 Acre | 1,000.00 | 2,000.00 |
| | | | $328,105.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping (S.F.) (40%) | All Required | | $ 1,200.00 |
| Temporary Pavement Striping (S.F.) (40%) | All Required | | 920.00 |
| Temporary Erosion Control (E.W.) (90%) | All Required | | 900.00 |
| State Responsibility for Damages (100%) | All Required | | 200.00 |
| | | | $ 3,220.00 |
| | | Subtotal | $331,325.00 |
| | | Engineering | 44,728.00 |
| | | Total | $376,053.00 |

8713

5

January 17, 1979

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

Contract No. 8713 awarded to Babler Bros., Inc., for work on the Ski Bowl Frontage Road-Summit Meadow Road and Warm Springs Interchange-Salmon River Curves Sections of the Mt. Hood and Warm Springs Highways in Clackamas County was completed on October 20, 1978, and accepted by the State Highway Engineer on January 15, 1979.

Final payment in the amount of $2,500 will be released to the contractor after January 22, 1979. The total contract amount is $664,963.24 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8713

8

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

Ski Bowl Frontage Rd.-Summit Meadows Rd. and Warm Springs Intchge.-[illegible] River Curves

SECTION PREFIX [illegible] Hwy.,

003-1001

HIGHWAY Mt. Hood and Warm Springs — Clackamas

KIND OF WORK Grading and Paving

Ski Bowl Frontage Rd.-Summit Meadows Rd. [illegible] Springs Interchange-[illegible] R. Curves

CONTRACTOR Babler Bros., Inc.

CONTRACT NUMBER 8713

FEDERAL AID PROJECT NUMBER [illegible]-24(10)

DATE OF CONTRACT [illegible] 4, 1978

DATE WORK STARTED August 2, 1978

ESTIMATED COMPLETION DATE Oct. 20, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK 0 0

SPECIFIED WORK DAYS 110 C.D.

WORK DAYS USED 157

REVISED COMPLETION DATE

PERCENT OF TIME ELAPSED 143

PROJECT AUTHORIZATION $ 8757,710.11

EXCLUSIVE OF ENGINEERING $ 8697,627.37

ENGINEERING AUTHORIZATION $ 60,082.7[illegible]

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 8677,000.23

ENGINEERING COST TO DATE $ 33,800

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 102

ESTIMATED PERCENT OVERRUN UNDERRUN 3 %

PERCENT OF AUTHORIZATION 56 %

DATE PROJECT WAS COMPLETED Oct. 20, 1978

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | B.I. #12<br>Paving | B.I. #13<br>Paving | B.I. #30<br>[illegible] Base | B.I. #32<br>Paving | B.I. #33<br>Paving |
|---|---|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | | | |
| MILES PARTIALLY COMPLETED | | | | | | | |
| MILES COMPLETED | | | 15,900 TON | 2,300 TON | 3,550 TON | 12,000 TON | 3,300 TON |
| TOTAL ESTIMATED QUANTITIES IN CONTRACT | | | 19,468 | 1,276 | 3,802 | 12,893 | 1,833 |
| TOTAL QUANTITIES CORRECTED TO DATE | | | 19,468 | 1,276 | 3,802 | 12,893 | 1,833 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | | | |
| HOURS PER SHIFT | | | | | | | |

EQUIPMENT USED DURING THE WEEK

NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO

PERCENT

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Fair | 0 | | |
| MONDAY | Fair [illegible] | 0 | 0 | |
| TUESDAY | Rain [illegible] | 0 | | |
| WEDNESDAY | Rain | 0 | | |
| THURSDAY | [illegible] | 0 | | |
| FRIDAY | Rain | 0 | | |
| SATURDAY | | 0 | | |

K

Kassey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
DEC 4 1978
CONSTRUCTION
BRANCH

Richards
Berg
Inlose
Widmer
Gebauer
Church

## RAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 11/26<br>SUNDAY | No activ |
| 11/27<br>MONDAY | No activity. |
| 11/28<br>TUESDAY | No activity. |
| 11/29<br>WEDNESDAY | No activity. |
| 11/30<br>THURSDAY | [illegible] |
| FRIDAY | No activity. |
| 12/2<br>SATURDAY | No activity. |

## REMARKS

SUMMARY: No activity.
Officework on Semi-Final.

ANTICIPATED NEXT WEEK: Continue working on Semi-Final.

SIGNED W E Hoffman LOCATION PORTLAND
W.E. Hoffman Res. Engr.

[illegible] SUBMIT 3 COPIES

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: October 27, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

NOTED
H.S.COULTER

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-24(10)

| | |
|---|---|
| Contract | 8713 , Work Completed 10/20/78 |
| Project | Ski Bowl Frontage Rd.-Summit Meadow Rd. & Warm Spr. Intch.-Salmon R. Curves |
| Highway | Mt. Hood & Warm Springs |
| County | Clackamas |

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10/23/78

for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
NOV 6 1978
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
[illegible]
Berg
Inloes
Widmer
Gebauer
Church

8713

2

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1978

**Babler Bros., Inc.**
**4617 S.E. Milwaukie Avenue**
**Portland, OR 97202**

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

**Contract No. 8711 for work on the Ski Bowl Frontage Road-Summit Meadow Road and Warm Springs Interchange-Salmon River Curves Sections of the Mt. Hood & Warm Springs Highways in Clackamas County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Willard Hoffman

8713

8

May 5, 1978

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on May 4, 1978, accepted your proposal for work on the Ski Bowl Frontage Road-Summit Meadow Road and Warm Springs Interchange-Salmon River Curves Section on the Mt. Hood and Warm Springs Highways in Clackamas County for the sum of $661,086. Your proposal was referred to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer that same day awarded you the project, which has been assigned Contract No. 8713.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 17, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm
Att.
cc Pac. Builder & Engr., Inc., Seattle, WA
Daily Journal of Commerce, Seattle, WA and Portland

C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
W. Hoffman
SAIF

8713.

8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

April 11, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
   FAP No. M-000C(4)
   Multnomah County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
   Arndt Road
   Clackamas and Marion Counties

   Structure and approaches.

   Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways
   Clackamas County

   Paving

   Because of a lack of demonstrated need, a bikeway is not being established at this time.

   Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
   Oregon Coast Highway
   Coos County

   Painting.

   Same as No. 1.

5. Old Coast Highway-Boat Basin Road
   Lower Harbor County Road
   Curry County

   Grading and paving.

   Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
   The Dalles-California Highway
   Deschutes County

   Grading and paving.

   Four-foot shoulders provided on this project.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
   Oakland-Shady Highway
   Douglas County

   Grading, paving, signals.

   Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
   John Day Highway
   Gilliam County

   Aggregate crushing.

   Same as No. 1.

9. Dayville Rock Production
John Day Highway
Grant County

Aggregate crushing.

Same as No. 1.

10. Main St at Canyon Blvd (John Day)
John Day Highway
Grant County

Traffic signals.

Same as No. 1.

11. S Ashland Intchge-California State Line
Pacific Highway
Jackson County

Paving.

Same as No. 1.

Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
City Streets
Jackson County

Grading and paving.

Twenty-eight-foot curbed section.

Same as No. 6.

13. Wolf Creek Tavern State Wayside
Josephine County

Grading, paving and sewers.

Same as No. 1.

14. Armitage State Park
Lane County

Buildings.

Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
    Santiam Highway
    Linn County

    Grading and paving.

    The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
    Calapooia River Road
    Linn County

    Grading and structure.

    Four-foot shoulders provided on this section.

    Same as No. 6.

17. Crooked Creek
    I.O.N. Highway
    Malheur County

    Paving.

    Four-foot shoulders provided on this section.

    Same as No. 3.

18. Hot Springs Road-McDermitt
    I.O.N. Highway
    Malheur County

    Paving.

    Four-foot shoulders provided on this section.

    Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
    East Portland Freeway
    Multnomah County

    Grading and paving.

    Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8713 26

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/30/78
Donald L.

4-27-78 ~~3-23-78~~ Bid Letting ______ All Clear Deadline

SECTION Ski Bowl Frontage Rd.-Summit Meadow Rd. & Warm Springs Int.-Salmon River Curves
Highway Mt. Hood & Warm Springs
County Clackamas Region M
Type of Work Overlay Funds Trans & State
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Statewide - No problems |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | USFS Pit |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8713

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-5-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-24(10)

STATE PROJECT NO. See Below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70129

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED 4-5-78

DATE AUTHORIZATION EFFECTIVE 4-5-78

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:
"Ski Bowl Frontage Road - Summit Meadows Road Section and Warm Springs Interchange-Salmon River Curves Section"

GENERAL DESCRIPTION OF WORK:
Grading and Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Temporary and Permanent Pavement Striping (SF) $3,180
Temporary Erosion Control (EW) $100

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $378,798, Federal funds $325,008.

A signed copy of the Title Sheet is returned herewith.

Swan w/enc.
4-10

NOTED
[illegible]

DATE 4-5-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hoover

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

(Sta. 155+00) M.P. 54.41

8713

1859

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
E. S. HUNTER

March 10, 1978

RECEIVED
TECHNICAL SERVICES
MAR 15 '78
REFER TO
FOR
Info Inve. R/D D/R Sign Act File

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97310

Attention: Glenn K. Hossner

Dear Mr. Green:

Re: Ski Bowl Frontage Rd.-Summit
Meadows Road Section
Mt. Hood Highway
Clackamas County

Attached is the general design practice followed in the development of projects of this type.

The primary purpose of the subject project is to extend the service life, restore the pavement section and skid resistance of the pavement with a 3-1/2" Class "B" structural overlay. This section is 3.11 miles in length with an ADT of 3,800.

The existing section has a variable number of lanes with variable width shoulders. Approximately 0.82 of a mile of this section has shoulders narrower than 4 feet. We will be providing 12 foot lanes throughout this section with a minimum of 4 foot wide shoulders and wider where existing width is available.

We are upgrading the guardrail on this section.

To provide a constant 8 foot wide shoulder throughout this section would require right-of-way, an environmental assessment, considerable grading and additional construction cost.

We are submitting this letter to you as documentation as requested in your letter of February 16, 1978, entitled "Exceptions to Minimum Design Criteria Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

This project is scheduled for the April 27, 1978, bid letting.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter, w/attach.
E. L. Hardt, w/attach.
F. E. Terpin, w/attach.
W. E. Cole, w/attach.

# DESIGN PRACTICE AS APPLIES TO PAVEMENT RESURFACING AND RESTORATION PROJECTS

As a general policy our design practice as applies to pavement resurfacing and restoration projects is to:

1. To restore the pavement section, skid resistance, and provide added pavement service life.

2. To provide added pavement width on narrower roadways where significant regrading is not required.

3. To provide modern barrier protection at bridges and large culverts. In some cases culverts are extended.

4. To selective upgrade or add traffic barriers based on judgement decisions which consider traffic volumes, operating speeds, accident experience, condition of existing barriers, and costs.

5. Designs are reviewed to assure that proposed construction features which involve a trade-off in geometric features such as pavement widening which reduces clearances are weighed in project decisions.

6. Pavement super-elevation on curves is given detailed design attenuation. Super-elevation is increased if correctible deficiencies exist. Distorted sections on curves are restored.

7. Each project design process involves the review of the most recent 5-year accident experience to identify existing highway elements which may contribute to accidents. Highway elements which may contribute to accidents are evaluated for upgrading.

8. Existing traffic control devices within project limits are modified as necessary to address operational concerns indicated by accident review or project provisions, such as, added left turn lanes. Signs supports which are identified as roadside obstacles are modified, protected or moved.

9. Environmental and social issues on occasion influence the project design.

3-10-78

STATE OF OREGON INTEROFFICE MEMO

J. H. Versteeg, Head of Engineering

TO: Attention D. O. Christensen
Final Design Engineer

DATE: March 14, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Ski Bowl Frontage Road - Summit Meadows
MP 52.50 to MP 56.62
Mt. Hood Highway
Clackamas County

At your request, we have reviewed the accident history on the subject section. Based on information available, no problem areas could be identified.

Although the accident rate was above the statewide average, it is not considered to be serious because of the high amounts of snow and ice that are common in this section.

No special corrective treatment is indicated at this time.

for L. E. George
Traffic Engineer Supervisor

GE/ds

81-125-1307

8713

26

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
February 16, 1978
21

FILE:

M. W. Stovall

FROM: M. W. STOVALL
Region Maintenance Engineer

TO: J. H. VERSTEEG
Head of Engineering

SUBJECT: PAVING
SKI BOWL-SUMMIT MEADOWS SECTION
AND WARM SPRINGS INTERCHANGE-
SALMON RIVER CURVES SECTION
MT. HOOD HIGHWAY

Art ✓
Paul - file ✓ a copy
out basket

I have submitted a purchase requisition for a General Services contract to furnish 10,000 CY of crushed material required for the overlay on the above-mentioned project. Since this submission additional yardage will be required in extension of the contract to include that area between MP 54.00 and 54.33 on the Ski Bowl-Summit Meadows Section. This additional yardage can be crushed by overrunning the General Services contract.

The hauling and stockpiling of all of this material to the plant set-up site, including the present stockpile at Trillium Pit, has been included in the GSA contract. Completion date is June 30, 1978. As soon as this contract is awarded, I will advise you of the material cost.

I have attached a copy of the Purchase Requisition for your information. Cost has been charged to a maintenance prefix and will be transferred to the construction project at the appropriate time.

* 2-21-78
Region is proceeding with agreements and testing of Laurel Hill Quarry for material Source. Gen'l Services Contract to be canceled.
Doc

MWS/cr

REFERRED TO
Beard
✓ Cole W.E.C.
Erikson
Hayes
Dorn
Sample
Watson
Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen DOL
George
Olson
Terpin
3 Sullivan JWB
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

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Bring Up / /
Action

OREGON STATE HIGHWAY DIVISION

# Purchase Requisition

FOR FIELD OFFICES, FIELD CREWS, AND SHOPS

№ 12429

*To REQUISITION OFFICE—*

Milwaukie, *Oregon*

February 8, 19 78

*Please order the following items to be delivered as stated hereon:*

*Ship to OREGON STATE HIGHWAY DIVISION*

*Care of* Harry E. Woodward, District Engr.

*Street* 9200 SE. McLoughlin Blvd.

*City* Milwaukie *Zip Code* 97222

*Signed* HARRY E. WOODWARD

*Approved* , 19

M H Stovall

Regional Engineer or Unit Head

*Approved* FEB 0 9 1978 , 19

Original S

KENNETH D. [illegible]

Section Head

**All requisitions for construction materials of any kind must show the purpose for which the materials are to be used, and the order to which they are to be charged.**

| Quantity Ordered | Unit | DESCRIPTION | Cost Distribution |
|---|---|---|---|
| ITEM I | ---- | Furnish 10,000 cubic yards of crushed material. Material to | 43-4403-190 |
| | | be stockpiled at State Highway Division's stockpile site located | |
| | | at Mile Post 57.5, Mt. Hood Highway. | |
| | | Standards for Highway Construction 1974 edition shall apply. | |
| | | Payment to be made by stockpile measurement. | |
| ITEM II | ---- | Haul and stockpile approximately 15,000 cubic yards of crushed | Only known bidder: Cody Logging & Const. Co. Tygh Valley |
| | | material. Material is now located at Trillium Pit stockpile | |
| | | site 3.5 mi. south of Mile Post 56.7, Mt. Hood Highway. To be | |
| | | hauled and stockpiled at State Highway stockpile site located | |
| | | at Mile Post 57.5, Mt. Hood Highway. | |
| | | Payment to be made by stockpile measurement. | |
| | | Material is located within the Mt. Hood National Forest, and | |
| | | the work must be performed in accordance with such requirements | |
| | | as the U.S.F.S. may prescribe. All necessary permits must be | |
| | | obtained by the contractor. | |

Contract completion date must be prior to June 30, 1978.
Material to be used on contract overlay summer of 1978.

*Approved for purchase request* *Purchase request forwarded*

*Purchase Request Number* *Office Number*

**TRIPLICATE—Copy for Regional Engineer, or Unit Head**

SP 73601-734

PLEASE EXPEDITE!

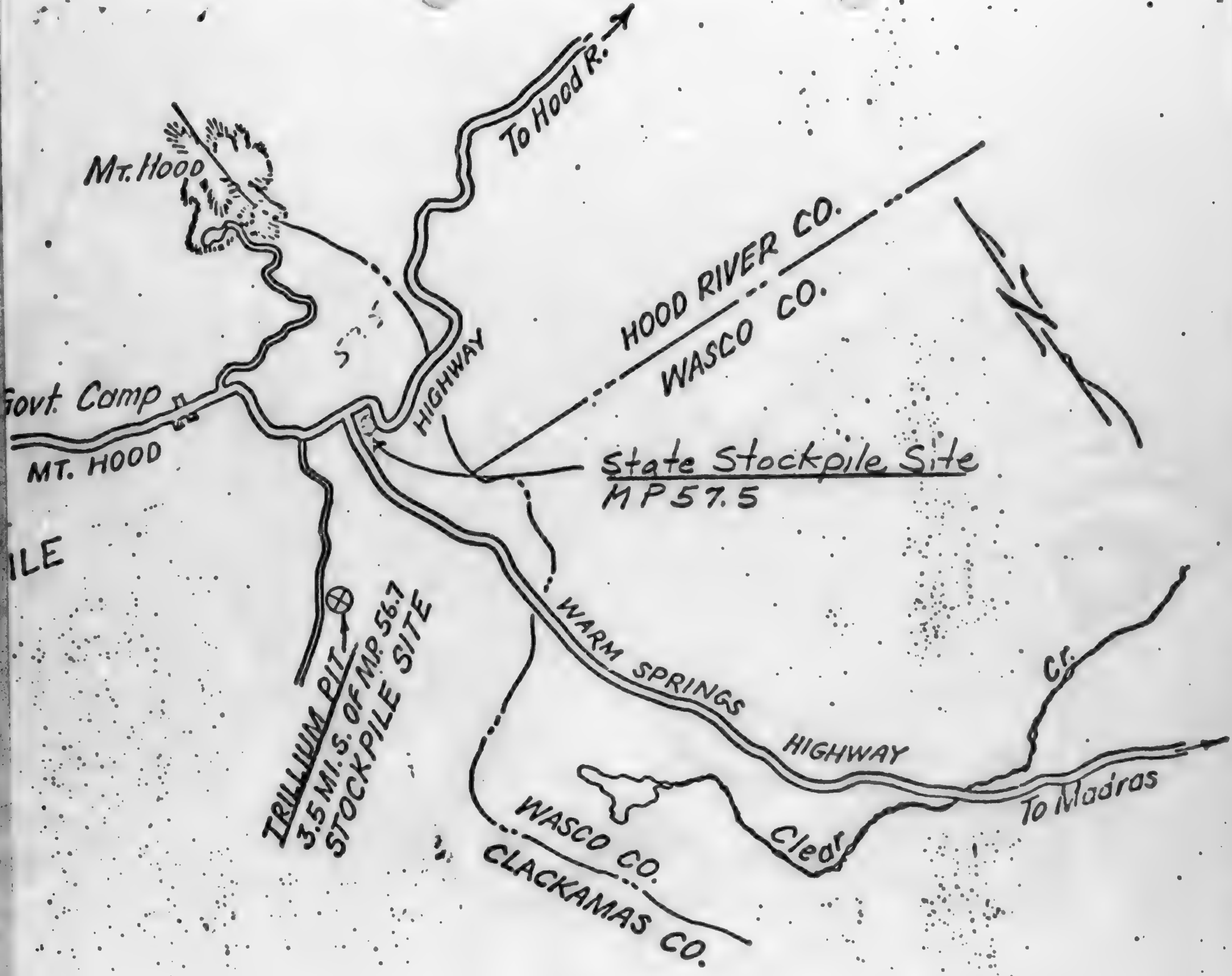
The furnishing of aggregates in stockpiles shall be in conformance with Section 350 of the Standard Specifications supplemented and/or modified as follows:

350.11 General - The materials to be furnished in stockpiles shall be crushed rock or crushed gravel of the designated sizes and quality as follows:

The designated sizes shall be 1/2" - 0 and shall conform to the quality requirements of subsection 703.08 and the following grading requirements:

| | |
|---|---|
| Passing 3/4" Sieve | 100% |
| Retained on 1/2" Sieve | 0-10% |
| Retained on 1/4" Sieve | 35-45% |
| Percent of 1/4" minus fraction retained on No. 10 Sieve | 42-58% |

modified C


To Hood R.
Mt. Hood
HOOD RIVER CO.
WASCO CO.
57.5
HIGHWAY
Govt. Camp
MT. HOOD
State Stockpile Site
MP 57.5
ILE
TRILLIUM PIT
3.5 MI. S. OF MP. 56.7
STOCKPILE SITE
WARM SPRINGS HIGHWAY
Cr.
To Madras
Clear
WASCO CO.
CLACKAMAS CO.

OREGON STATE HIGHWAY DIVISION
Sketch Map

MOUNT HOOD HIGHWAY
CLACKAMAS COUNTY
May, 1975

8713 2

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 21, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: D. H. Moehring, Manager
Office of Project Management

SUBJECT: Ski Bowl Frontage Rd.-Summit
Meadow Rd.
Mt. Hood Highway
Warm Springs Int.-Salmon River
Curves
Warm Springs Highway

A material source for the subject projects has not been fully resolved. It is necessary to provide an aggregate source that is both economical and suitable for Class "B" asphalt. The Laural Hill Quarry is being proposed for this source.

In order that necessary details and agreements can be resolved, this project needs to be rescheduled from the March 23, 1978, bid letting to the April 27, 1978, bid letting.

NOTED
E. S. HUNTE

DOC:jh
cc: E. S. Hunter
E. L. Hardt
Jack Sullivan
Bill Cole

RECEIVED
TECHNICAL SERVICES

FEB 21 '78

REFER TO

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8713

26

ROBERT W. STRAUB
GOVERNOR

## Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan, Manager
Federal Aid Section

___ Versteeg ___
Copy Christensen ___
___ George ___
___ Olson ___
___ Terpin ___
Copy Sullivan ___
___ Scott ___
___ Savage ___

RECEIVED
FEB 23 1978
ENGINEERING SECTION

___ Trout ___
Do Not File
Return To ___
Bring Up ___/___/___
Action ___

SUBJECT No Work Area
Item No. 80160
Project No. TQF-24(10)
Ski Bowl Frontage Rd.-Summit Meadow Rd. Sec.
Clackamas County

We request your concurrence to include in the project the 0.29 mile no work area within the limits established in the program change approved August 1, 1977, as we believe it is in the public interest to accomplish the overlay on this portion while the contractor is active on the project.

Our request is based on the fact that investigation during field preliminary engineering indicates that the 0.29 mile is as much in need of an overlay as the remainder of the project.

Federal Highway Administration endorsement

Concur ______ Date FEB 21 1978
Division Administrator

JLG:ljt

cc: J. H. Versteeg
Jack Sullivan

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
FEB 22 1978
File: PM FA
TAA ___ LG OP

CON 21-4
53
Mt.
Hood

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: J. H. Versteeg
Head of Engineering

Attention: W. E. Cole

DATE: December 22, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Mt. Hood Loop Junction-Salmon River Curves
Warm Springs Highway No. 53
M.P. 57.75 to 60.00
Clackamas County

At your request, we have reviewed the accidents for the subject section of highway which is scheduled for an overlay project. No significant accident pattern was identified.

L E George
L. E. George
Traffic Engineer Supervisor

DKH:ds

1 Versteeg ✓
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 23 1977
ENGINEERING SECTION

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Return To
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Beard Dorn
✓ Cole WEC. Sample
Eriksen Watson
Hager Lou
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BY FINAL DESIGN ENGINEER

81-125-1387

8

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** E. S. HUNTER
Technical Services Manager

**DATE:** December 19, 1977

**FROM:** DONALD R. ADAMS
Project Development Manager

**SUBJECT:** Warm Springs Interchange-Salmon River Curves and Ski Bowl to Summit Meadows Projects

The subject projects should be combined into a single contract.

Currently, the Warm Springs Interchange-Salmon River Curves project using State funds appears for a January 26, 1978, letting. The Ski Bowl Frontage Road-Summit Meadows project using Transitional Quarter funds appears for an April 27 letting. For purposes of economy, these two projects originally were combined into one contract but now, because of funding processing, have been split up into two jobs.

Tracer on
Com 21-4
Warm Springs

Could you have these two projects combined, as was the original intent, for contract letting sometime in January or February of 1978. The projects should be let for contract before April.

RECEIVED
TECHNICAL SERVICES
DEC 22 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTER

DRA/ldo

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 21 1977
ENGINEERING SECTION

Trout
Do Not File
Return To
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DEC 20 '77
REFER TO
Versteeg
FOR
Info Inves R/D D/R Sign Act File

What do you think?

81-125-1387

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 9, 1977

FILE: 5-1431
3-1462

FROM: J. H. Versteeg
J. H. Versteeg
Engineering

SUBJECT: Status Report
State Overlays
Klaboe's September Priority List

TO: E. S. Hunter
Technical Services Engineer

Regions 2, 3, 4 and 5 have completed the field work on these priority overlay projects and they are on the contracting schedule for either a December 14 or a January 26 bid opening.

[illegible]

The field survey on the McBride Creek-Bennet Road (Warren) project on the Lower Columbia Highway, and the Warm Springs Intchg.-Salmon River Curves project on the Warm Springs Highway have not been received from Region 1. Time is running out on these Region 1 overlay projects for a January bid opening. Without knowing how much design time will be required it looks like the February bid opening will be the earliest that these projects can be ready for contract.

[✓ MA] PDM PDE TSE SPC
ODOT - METRO
DEC 12 1977
PPS [✓ FILE] T/A

JHV:jh
cc: Ed Hardt
John Sheldrake
Alfred Shirley
Carl Williams
W. E. Schwartz

12-9-77
[illegible]
[illegible]

RECEIVED
TECHNICAL SERVICES
DEC 9 '77
REFER TO
FOR
Info Inv. R/D D/R Sign Act File

8713 8

October 26, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: For H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

The following State projects are all listed in the Preliminary Six-Year Program, but are not in the current Six-Year Construction Program and will need finance approval in order to be done during the 1978 construction season.

| Section | Amount |
|---|---|
| McBride Creek-Bennet Road Section<br>Lower Columbia River Highway | $ 900,000 |
| Warm Springs Int.-Salmon River Curves Section<br>Warm Springs Highway | $ 600,000 |
| Deer Park Drive-Silver Creek Falls Interchange Sec.<br>North Santiam Highway | $ 475,000 |
| Bellevue-McMinnville Section<br>Salmon River Highway | $ 479,000 |
| Elbow Lake-Gardiner Section<br>Oregon Coast Highway | $1,100,000 |
| Warm Springs Jct.-Willows Section<br>Warm Springs Highway | $ 800,000 |
| Grant County Line-Joaquin Miller Rd. Section<br>John Day-Burns Highway | $ 690,000 |

The projects are needed pavement overlays and your approval is recommended.

This matter will be on the Consent Calendar for your consideration at the November 15 meeting.

bc:
R. A. Burco
C. W. Head
F. B. Klaboe
L. W. Rulien
E. S. Hunter
R. N. Bothman
George Bell
W. J. Hart
V. E. Skoog
E. L. Hardt, Region 1
John Sheldrake, Region 2
Alfred Shirley, Region 3
Carl Williams, Region 4
Pat Schwartz, Region 5

8713 8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE:

September 27, 1977

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Mt. Hood Loop Jct-Salmon River
Curves Section
Warm Springs Highway
Clackamas County

Attached is a survey authority request for the subject project.

This is to cover survey costs to develop plans on the section of the Warm Springs Highway that Regional Maintenance Engineer Stovall wanted added to the Ski Bowl Frontage Road-Summit Meadows Road Section of the Mt. Hood Highway.

I discussed that proposal with you and you indicated that since it was not on an approved program, it could not be funded unless Region wished to use it's million dollar State Construction Fund.

Mr. Stovall and Mr. Hardt have been contacted and they informed me that the proposed project will be included in the program submitted to the Maintenance Engineer.

Mr. Hardt has requested that the subject section be included in the contract with the one on the Mt. Hood Highway. The Mt. Hood Highway project is scheduled for bid opening in February 1978. In order to comply with Mr. Hardt's request, it is necessary to complete the survey on the subject project before snow flies on the mountain. For this reason, I recommend approval of a major Class 14 prefix for the survey.

Attachment

NOTED
E. S. HUNTER

FET:mc

cc R. N. Bothman
E. L. Hardt
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES

SEP 27'77

REFER TO

FOR

| Info | Inves | R/D | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|
| | | | | | | |

8713 2

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 22, 1977

FROM: Frank E. Terpin
Location Engineer F.E.T.

TO: R. N. Bothman
Metropolitan Engineer

SUBJECT: Ski Bowl Frontage Road-Summit
Meadow Road Section
Mt. Hood Highway
Clackamas County

NOTED
E. S. HUNTER

In attempting to acquire a Class 14 prefix to cover the work on the Warm Springs Highway proposed to be added to the subject project, I discussed the proposal with E. S. Hunter.

He informed me that since the addition is not approved for funding with transition quarter funds, he could not approve the addition of the work. It could, however, be included in the State Construction Program if you so desire.

FET:mc

cc E. S. Hunter
E. L. Hardt
Mike Stovall

RECEIVED
TECHNICAL SERVICES
SEP 23 '77
REFER TO
FOR

| Info | Invt | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8713 8-1-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-24(10)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70129

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO Machinery
FOR
Info | Inves | R/D | D/R | Sig | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-1-77

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:
"Ski Bowl Frontage Road - Summit Meadow Road Section"

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (*Specify*) Program Change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested by Mr. Swan's PR-9 dated July 22, 1977 I approve the program change as submitted.

DATE 8-1-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-080

8713

26

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/27/77
Donald L.

8-25-77 Bid Letting ________ All Clear Deadline
SECTION Ski Bowl Frontage Rd - ~~[illegible] Hwy Jct~~ Summit Meadow Rd.
Highway Mt Hood
County Clackamas Region ____
Type of Work Overlay Funds FA
State ✓ Consultant __ Plans Avail. __ Yes __ No

## DOCUMENTS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | | ☒ | | | ☒ | Statewide |
| Write-off Letter | ☒ | | | | | |

## PERMITS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | USFS Pit |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |

## CULTURAL:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |

## NOISE:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | | | | | |

8-113

-8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
July 18, 1977
Salem, OR 97310

FILE:
NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Ski Bowl Frontage Rd.-Summit
Meadows Rd. Section
(M.P. 52.50-M.P. 54-29)
Mount Hood Highway, U.S. 26
Clackamas County, Oregon

This project involves an overlay of the existing pavement surface. In one area some minor widening of the shoulder and pavement is provided for. No roadside drainage is involved. The subject section is contiguous to the Timberline Highway to Summit Meadows Road section and both sections are anticipated to be constructed concurrently.

This project has been assessed for its potential impact on the quality of the human environment. No new right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that this project be considered a Non-Major Action and be included under the Statewide Safety Assessment.

GAP:GR:ss

cc: E. S. Hunter
R. N. Bothman
Craig Markham
Don Trout
D. E. Swan

NOTED
E. S. HUNTER

cc Vesting
Topin
7-19-77

RECEIVED
STATE HWY ENGR
JUL 19 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8714 Coos Bay (McCullough) Br. 1978
on Oregon Coast Hwy. @ N. Bend
(Maintenance painting)

8714

L

July 30, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
Contract #8714

Gentlemen:

Contract No. 8714 awarded to A-1 Sandblasting & Steam Cleaning Co., Inc. for maintenance painting on the Coos Bay (McCullough) Bridge on the Oregon Coast Highway in Coos County was completed on July 21, 1980, and accepted by the State Highway Division on July 24, 1980.

Final payment in the amount of $22,499.95 will be released to the contractor after August 4, 1980. The total contract amount is $449,999. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: A-1 Sandblasting & Steam
Cleaning Co., Inc.
6117 N.E. Portland Highway
Portland, OR 97218

Donald H. Greene
Attorney at Law
Suite C-212, East End Building
1122 N.E. 122nd Avenue
Portland, OR 97230

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8714

L.

STATE OF OREGON
Contract Payments 378-6594

# INTEROFFICE MEMO

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: July 24, 1980

FROM: C. T. Keasey Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of July 24, 1980.

Contract 8714 On Site Work Substantially Completed August 26, 1978

All Work Completed July 21, 1980

Project Coos Bay (McCullough) Bridge

Highway Oregon Coast

County Coos

Type of Work Maintenance Painting

Contractor A-1 Sandblasting & Steamcleaning Co.

RDC:mk

cc: H. S. Coulter ✓
Walt Hart
R. D. Church

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUL 25 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

LAW OFFICES OF
**DONALD H. GREENE**
AND
**DON C. LEDINGTON**

SUITE C-212, EAST END BLDG.
1122 N.E. 122nd AVENUE
PORTLAND, OR 97230

TELEPHONE
252-2479
AREA CODE 503

RECEIVED
JUL 18 1980
LEGAL

July 17, 1980

Jack L. Sollis
Asst. Attorney General
Department of Justice
Trial Division
113 Transportation Bldg.
Salem Oregon 97310

RE: Contract No. 8714 - McCullough Bridge --A-1 Sandblasting and Steam Cleaning Company

Dear Mr. Jack L. Sollis:

Mr. Cornett of A-1 Sandblasting and I have to our knowledge nowpaid all known claims concerning the sandblasting and painting of the above referred bridge. Therefore, my client would like to have the $22,499.95, retainage released. If by chance your office or Mr. Eugene Ash have any information to the contrary as to any nominal claims please promply advise.

Your prompt attention to this matter would by greatly appreciated.

Sincerely,

Donald H. Greene

DHG:nvd
cc: A-1

Final notification is on the way – Contract will be finaled out.

JLS
7-21-80

7-11-80

L.

Contract
8714

## RELEASE AGREEMENT

Upon acceptance of $16,000.00, I, the undersigned, release A-1 Sandblasting & Steam Cleaning Co. Inc., of Portland, Oregon, of any overspray damage on approximately 29 of our vehicles, or any other damages, while they were doing maintenace painting on the McCullough Bridge in Coos County, Ore. in 1978.

JOHNSON ROCK PRODUCTS
By Christopher R Johnson
Date 7-11-80

NOTED
R. W. GORMSEN
no response necessary

RECEIVED
JUL 16 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8 7 4

**Bouneff, Muller & Marshall**

Attorneys at Law

FIFTH FLOOR, WEATHERLY BUILDING

516 S. E. MORRISON, PORTLAND, OREGON 97214

TELEPHONE (503) 238-9720

DEBORAH S. BERG
B. B. BOUNEFF
JOHN CHALLY
NEIL T. JORGENSON
TYLER MARSHALL
RICHARD H. MULLER
DOUGLAS S. ROBERTSON

IN REPLY, REFER TO OUR NUMBER

79-193

November 16, 1979

Oregon Highway Division
129 Transportation Building
Salem, Oregon 97310

To whom it may concern:

This office represents Mr. Moses Esters who is involved in a controversy with A-1 Sanblasting and Steam Cleaning Company. Mr. Esters and A-1 entered into a contract with each other to remove overspray occurring to cars during the spraying of the Coos Bay Bridge during August, 1978. My client, Mr. Esters, remembers a man named "Vic" who was the bridge superintendent for the Coquille district. My client does not remember that gentleman's last name.

Could you look through your personnel records and please give me the name and present business address of "Vic" so that I may correspond with him directly about certain details and activities that occurred during the repainting of the Coos Bay Bridge?

Thank you for your cooperation.

Very truly yours,

Tyler Marshall (MB)

TYLER MARSHALL

TM:mb

RECEIVED
STATE HWY ENGR

NOV 19'79

REFER TO Sollis

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

orig. to

8714 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Coos Bay (McCullough) Bridge | | WEEK ENDING: September 9, 1978 |
| | | SECTION PREFIX: 6-4244 |
| HIGHWAY: Oregon Coast | | COUNTY: Coos |
| NAME OF JOB: Coos Bay (McCullough) Bridge | KIND OF WORK: Maintenance Painting | |
| CONTRACTOR: A-1 Sandblasting & Steamcleaning | CONTRACT NUMBER: 8714 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: May 4, 1978 | DATE WORK STARTED: May 17, 1978 | ESTIMATED COMPLETION DATE: August 26, 1978 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS: 150 | WORK DAYS USED: 51 |
| | SPECIFIED CALENDAR DAYS: | CALENDAR DAYS USED: |
| PROJECT AUTHORIZATION: $510,748.87 | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 34% |
| EXCLUSIVE OF ENGINEERING: $470,248.36 | ENGINEERING AUTHORIZATION: $40,499.91 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $470,248.36 | ENGINEERING COST TO DATE: $18,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100% |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 % | PERCENT OF AUTHORIZATION: 44 % | DATE PROJECT WAS COMPLETED: |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 3 | Rain | 0 | | Project completed 8/26/78 |
| MONDAY | 4 | Rain | 0 | | |
| TUESDAY | 5 | Fair | 0 | | |
| WEDNESDAY | 6 | Fair | 0 | | |
| THURSDAY | 7 | Fair | 0 | | |
| FRIDAY | 8 | Rain | 0 | | |
| SATURDAY | 9 | | 0 | | |

K

RECEIVED
SEP 11 1978
CONSTRUCTION BRANCH
Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 3 | No work. |
| MONDAY 4 | No work. |
| TUESDAY 5 | No work. |
| WEDNESDAY 6 | No work. |
| THURSDAY 7 | No work. |
| FRIDAY 8 | No work. |
| SATURDAY 9 | No work. |

## REMARKS

?

Steady list of complaints on-cleaning of cars & poor treatment. State approved $500.00 deductible insurance. Sallis has also talked to Contractors insurance carrier. Contractor and Insurance Carrier to be in area Monday.

SIGNED Eugene H [illegible] LOCATION Coquille
Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8714

8

**OREGON STATE
HIGHWAY DEPARTMENT**

File

Coquille, Oregon
September 6, 1978

re: Coos Bay (Mc Cullough) Br.
Contract #8714

A-1 Sandblasting & Steam Cleaning Co., Inc.
6117 N.E. Portland Highway
Portland, Oregon 97218

Dear Sirs:

The unsatisfactory handling of paint claims, scratched windshields, and scratched paint surface in cleaning operations has caused us to check on your insurance coverage.

I called Jewett-Barton-Leavy & Kern and was informed by them that you had $500.00 deductible. This is in direct violation of the requirements of your responsibility for Damage Claims under Section 107.25 on page 8 & 9 of the Special Provisions of your contract.

Final payment of your contract will not be released until the insurance coverage of your contract has been corrected and all paint claims have been settled with us receiving a copy of the releases from your insurance carrier.

Yours truly,

Eugene H Ash

Eugene H. Ash

cc: Jack Sollis, Asst. Attorney General
C.W. Head ✓
Construction
Region
Bill Brown

RECEIVED
SEP 7 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8714 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1978

A-1 Sandblasting & Steam
  Cleaning Co., Inc.
6117 N.E. Portland Highway
Portland, OR 97218

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8714 for maintenance painting on the Coos Bay (McCullough) Bridge on the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
Eugene Ash

8714

May 5, 1978

A-1 Sandblasting & Steam Cleaning
Co., Inc.
6117 N.E. Portland Highway
Portland, OR 97218

Gentlemen:

Enclosed are three copies of Contract No. 8714 awarded to you on May 4, 1978, for maintenance painting on the Coos Bay (McCullough) Bridge on the Oregon Coast Highway in Coos County in the amount of $449,999.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin May 17, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc C. T. Keasey
Walt Hart
Robert Church
Alfred Shirley
Eugene Ash

8714 9

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/30/78
Donald L. [illegible]

_____ Bid Letting _____ All Clear Deadline

SECTION Coos Bay (McCullough) Br
Highway Ore Coast
County Coos Region 3
Type of Work Painting Funds Sp Maint
State __ Consultant / Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | N/A State Funds |
|---|---|---|---|---|---|---|
| EIS | | | | | | |
| Negative Declaration | | | | | | |
| Project Assessment | | | | | | |
| Write-off Letter | | | | | | |

| PERMITS: | | | | | | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| | | | | | | |
| | | | | | | |

| CULTURAL: | | | | | | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | | | | | |
| Cultural Salvage | ☒ | | | | | |

| NOISE: | | | | | | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | | | | | |

9

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR / 120178
Donald L Trout

3-23-78
~~2-23-78~~ Bid Letting ______________ All Clear Deadline

SECTION COOS BAY (McCULLOUGH) BRIDGE
Highway Oregon Coast
County Coos Region 3
Type of Work Maint. Painting Funds Sp. Maint.
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | N/A State Funds |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

| PERMITS: | | | | | | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

| CULTURAL: | | | | | | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

| NOISE: | | | | | | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

8715 Old Coast Hwy.-Boat Basin Rd. 197
Sec. of Lower Harbor County Rd.
(Grading & paving)

C+Q 6248 10-5-77

State to do Const. Eng.
1/17/78

All PE- 7850⁼⁼

Const 194,119 - CC 1829

Retained $50,000

248 10-5-77

ast. Eng.

All PE- 7850⁰⁰

Cost 194,119 - CC 1829 AD 41

Retained $50,000

8715

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 10-24-79 | CC 2011 | | 8-8201 PE<br>208-1062-297 Construction |

**BILL TO:** Code:

Curry County Board of Commissioners
Courthouse
Gold Beach, Oregon 97444
Attn: Mr. John Thorp, County Engineer

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Old Coast Highway - Boat Basin Road Section | | | |
| This is an OFF SYSTEM Project # SOS-0800(1) | | | |
| Construction funding | | | |
| Federal funds | $215,000.00 | | |
| County Advance Deposit | 201,969.00 | | |
| | $416,969.00 | | |
| Less Project Costs | 394,584.91 | | |
| REFUND DUE COUNTY | $ 22,384.09 | | |
| (Please send a copy of the itemized statement to the County along with the billing) | | | |
| REF: Curry County, Inv.: 1996 | | | |
| | Refund Due County ~~Amount Due~~ | | $ 22,384.09 |

| | |
|---|---|
| Advance Deposit Amount | $ 201,969.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 158,440.71 |
| Balance | $ 43,528.29 |
| Transfer to Highway Fund | $ 21,144.20 |
| Refund Due | $ 22,384.09 |

Partial or final request for billing FINAL

Number of the previous request in connection with this service. AD 418, CC 1829

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved: D E Swan
D. E. Swan

SP*35736-73

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** October 24, 1979

**County** Curry **Contract No.** 8715 **Date Completed** 11/1/78

**FAS** OFF-SYSTEM **Section** Old Coast Hwy.-Boat Basin Road SOS-0800(1)

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Project Costs | | |
| PE | | $ 14,321.71 |
| Construction | | |
| Payment to Contractor | | $334,210.54 |
| Engineering | | 46,052.66 |
| Total Project Cost | | $394,584.91 |
| Funds set up for project | | |
| Federal | | $215,000.00 |
| County Advance Deposit | P.E. | 7,850.00 |
| County Advance Deposit | Construction | 194,119.00 |
| | | $416.969.00 |
| REFUND DUE COUNTY | | $ 22,384.09 |

**Reference: Billing Form** CC 2011

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | T<br>E | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | OLD COAST HWY. BOAT BASIN ROAD SECTION | | | | | |
| | LOWER HARBOR COUNTY ROAD | | | | | |
| | CURRY COUNTY | | | | | |
| | Construction | | | | $241,800.19 | |
| | Type Code (Z3) | | | | | |
| | Roadway (Sta. 0+00 to 46 + 00) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 241,800.19 | |
| | Total Construction Costs | | | | | |
| | Construction Engineering | All Required | | | $ 33,276.58 | |
| | State | | | | $275,076.77 | |
| | Total Participating Costs | | | | | |
| | | | | | $ 92,410.35 | |
| | Non-Participating Items | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 12,776.08 | |
| | Construction Engineering | All Required | | | $105,186.43 | |
| | Total Non-Participating costs | | | | $380,263.20 | |
| | Total Costs | | | | | |
| | Prepared based on costs shown on Federal Billing as of 9/20/79 | | | | | |
| | CC-2011 | | | | | |
| | AMOUNT CARRIED FORWARD . . . . . | | | | | |

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer, State of Oregon

ADDRESS
Capitol Bldg., Salem, Or 97310

PAID BY

*(For use of Paying Office)*

STATE
Oregon

VOUCHER PERIOD
FROM 4/8/78
TO 4/9/79

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
03 - 0000 (1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| 300,263.20 | 275,076.77 | 78.16% | 215,000.00 | 215,000.00 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 9/20/79

PASSED FOR PAYMENT
BY DATE V.E. Shaug
Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 10-12-79 | CC 2011 | | 8 - 8201 PE<br>208 - 1062 - 297 Construction |

**BILL TO:** Code:

Curry County Board of Commissioners
Courthouse
Gold Beach, Oregon 97444
Attn: Mr. John Thorp, County Engineer

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Old Coast Highway - Boat Basin Road Section | | ~~PE~~ ~~$14,321.71~~ | |
| This is an OFF SYSTEM Project # SOS-0800(1) | | | |
| Construction funding | | | |
| Federal funds ~~$215,000.00~~ | $215,000.00 | | |
| County advance deposit ~~194,119.00~~ | $201,969.00 | | |
| ~~$409,119.00~~ | $416,969.00 | | |
| Less Project ~~Constr~~. Costs ~~380,263.20~~ | $394,584.91 | | |
| REFUND DUE COUNTY $ ~~28,855.80~~ | $22,384.09 | | |
| (Please send a copy of the itemized statemend to the County along with the billing) | | | |
| Ref: CURRY CO, Inv: 1996 | | | ~~OCT 18 1979~~ |

| | |
|---|---|
| Advance Deposit Amount | 201,969.00<br>$ ~~194,119.00~~ |
| Advance Deposit Previously Transferred to Highway Fund | 158,440.71<br>$ ~~144,119.00~~ |
| Balance | 43,528.29<br>$ ~~50,000.00~~ |
| Transfer to Highway Fund | 21,144.20<br>$ ~~21,144.20~~ |
| Refund Due | 22,384.09<br>$ ~~28,855.80~~ |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | AD 418, CC 1829 |

Refund Due County ~~Amount Due~~ . . . . . . $22,384.09 $ ~~28,855.80~~

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
For D. E. Swan

SP*35736-734

4

8715-8 STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)* FOR "OFF-SYSTEM" PROJECT

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>OS-0800(1) | 2. COUNTY<br>Curry | 3. STATE<br>Oregon |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project involved roadbed grading, grid-rolled aggregate subbase, aggregate leveling course and asphalt concrete paving. The work was performed on Lower Harbor County Road on the "Old Coast Highway-Boat Basin Road" Section just east of the town of Brookings.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>Horton Bros., Inc. | 6. CONTRACT AMOUNT<br>$ 349,936.90 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* Keasey

TITLE Assistant State Highway Engineer

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

COPY SENT
APR 10 1979
Washington

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width ______ feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH *(Miles)* | BASE SURFACING WIDTH *(Feet)* | TYPE CODE NUMBER | NET LENGTH *(Miles)* |
| | | | | |

4/11
cy to

RECEIVED
STATE HWY ENGR
APR 1 '79
REFER TO
Keasey
FOR

| | | | | | | |
|---|---|---|---|---|---|---|
| Info | Action | | | | | |
| | | | | | | |

| | |
|---|---|
| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY | 11. DATE OF INSPECTION |
| 12. IN COMPANY WITH | |

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE | | 16. SIGNATURE | |
| 14. TITLE<br>[illegible] | 15. DATE<br>4/ /79 | 17. TITLE | 18. DATE |

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

Curry

Salem, Oregon
January 19, 1979

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

F. D. Morrison
Resident Engineer

Old Coast Highway-
Boat Basin Road
County Road (Lower Harbor Raod)
Curry County
Contract No. 8715

This letter is to acknowledge receipt of the narrative report and explanation of overruns and underruns on the above mentioned project.

Right of way problems were due to a certain degree to the fact that the right of way on said County Road had never been firmly established. This resulted in the need for alignment changes at certain locations throughout the project. The fact that Curry County started the design of the project and the State finished it probably contributed to some of the problems, including drainage, paving, etc.

The reports are being reviewed and appropriate action taken.

RECEIVED
JAN 22 1979
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Turpin
Sullivan
Scott
Anderson

Traut
Do Not File ☐
Return To
Bring Up / /
Action

LKW:ab
cc: C. T. Keasey
Alfred Shirley, Jr.

# NARRATIVE REPORT

Old Coast Hwy.-Boat Basin Road 12-78
County Road (Lower Harbor Road)
Curry County

F.A.P. No. OS-0800 (1)
Prefix No. 208-1062
Contract No. 8715

When the Project was advertised for bids, we ran the Line in that was called for in the plans. This alignment did not fit the existing Road and also hit the roadside banks pretty hard. This alignment was discussed with the County Engineer and he asked if we could change the alignment. I told him we could, but it would run up the engineering. He said to go ahead with a change. We then tied in the Right of Way Markers and made our adjustment, with coordinates. This alignment was then run in and staked. By changing the alignment, we also changed the grades throughout the project. The County informed this office that they would determine what Right of Way they would keep after Construction. Under these circumstances, we did not reference the Right of Way Lines on the Completed Project.

Grading work began with the excavation quantities being reduced by our alignment changes and grade changes. Grading work progressed slowly as the Contractor had several projects going at once.

Before the installation of the 18" perf., the existing water line was pot holed and tied to our new and old center line as no one knew for sure where the water line was located.

Then during the installation of the 18" perf., the grade was changed many times as the 18" perf. went over and under existing water lines.

The Water Board Crew was present during all of the installation of the 18" perf.

During the Construction period, we had a heavy rainfall in a short period of time. This allowed us a good look at the new drainage. We discovered we had a problem in the vicinity of station 1+00. We added two G-1 inlets and installed 18-inch drain pipe down to station 5+25, where we dumped the runoff water into the existing facility. We also constructed a shallow ditch along the Left Side of the road behind the curbs. This open drain ditch was necessary since the property between the Road and Campground drains back to the Road. This water is again handled in an open ditch. Other drainage areas were observed and corrected. One ditch, Right of Sta. 34+00 had to be protected. We placed Rock Slope Protection under a Price Agreement to correct this installation.

Paving was rather difficult due to the Typical Section Designs. The 12-foot running lanes were okay, but the 7-foot shoulder, paved on a 04 per foot slope, was hard to pave. The paving was all placed in one 3-inch lift and resulted in a rougher road than would have resulted from 2 lifts of A.C.

The Concrete Curbs turned into a big hassle. The Contractor

## NARRATIVE REPORT

Old Coast Hwy.-Boat Basin Road
County Road (Lower Harbor Road)
Curry County

F.A.P. No. OS-0800 (1)
Prefix No. 208-1062
Contract No. 8715

used epoxy and an extruding machine to install the curbs. Then each night, the curbs were vandalized by riding a Motor Cycle down the length of the days pour. Another bike rider kicked the face of the curbs every 20 - 30 feet. The first runs were replaced and then the other areas were patched and painted. A Security Patrol picked up two people for Vandalizing the curbs, but this did not seem to help.

The maximum degree of Curve used on this project was 48° degrees. The maximum grade on the Mainline was 9.71 percent. The project was completed within the alloted time and no claims are anticipated.

F. D. Morrison
F.D. Morrison, Res. Engr.
P.O. Box 716
Coquille, Oregon 97423

## STATEMENT OF OVERRUNS & UNDERRUNS

Old Coast Hwy.-Boat Basin Rd. Sec.
Lower Harbor Road
Curry County

F.A.P. No. OS-0800 (1)
Prefix No. 208-1062
Contract No. 8715

| ITEM | ORIGINAL AMOUNT | SEMI-FINAL AMOUNT | PERCENT + or - |
|---|---|---|---|
| Contract Bid Items | $349,936.90 | 332,462.93 | - 5.0 |
| Additional Anticipated Items | 5,300.00 | 0.00 | |
| Added Items | 0.00 | 1,970.00 | |
| Contingencies | 15,985.66 | 0.00 | |
| Engineering | 31,971.32 | 42,000.00 | |
| TOTALS | $ 403,193.88 | 376,432.93 | - 6.64 |

# EXPLANATION OF OVERRUNS & UNDERRUNS

Old Coast Hwy.-Boat Basin Road
Lower Harbor Road
Curry County

F.A.P. No. OS-0800 (1)
Prefix No. 208-1062
Contract No. 8715

| ITEM NO. | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | PERCENT + or - |
|---|---|---|---|---|---|
| 1. | Mobilization | L.S. | All | All | |
| 2. | Temporary Protection & Direction of Traffic | L.S. | All | All | |
| 3. | Temporary Signs | Sq.Ft. | 126 | 138.8 | +10.2 |
| | One extra Road Construction Ahead Sign was added to the project which accounts for the Overrun. | | | | |
| 4. | Temporary Barricades | Each | 6 | 6 | |
| 5. | Flagmen | Hour | 1,000 | 1,035.5 | + 3.6 |
| 6. | Clearing & Grubbing | L.S. | All | All | |
| 7. | Removal of Structures & Obstructions | L.S. | All | All | |
| 8. | General Excavation | Cu.Yd. | 10,710 | 7,598.1 | -29.1 |
| | After Changing Line, we raised the grades on this project. By moving away from the Major Cuts, and raising the grade, we eliminated some excavation. | | | | |
| 9. | Trench Excavation | Cu.Yd. | 1,425 | 1,739.91 | +22.1 |
| | The added run of Culvert Pipe sta. 1+00 - 5+26 caused this item to Overrun. This run of Culvert was necessary to handle the drainage at the beginning of the project. | | | | |
| 10. | Finishing Roadbed & Slopes | L.S. | All | All | |
| 11. | Watering | M-gal | 400 | 112.6 | -71.8 |
| | Due to the wet weeks in August and the use of Emulsified Asphalt in the water, we did not need as mush water as anticipated. | | | | |
| 12. | Emulsified Asphalt in Watering | Gal. | 10,000 | 9,900.0 | - 1.0 |
| 13. | Grid-Rolled Aggregate Subbase | Cu.Yd. | 9,600 | 7,367.0 | -23.3 |
| | We utilized some of the existing pavement by breaking it up & grid rolling. This helped reduce the amount of Aggregate Subbase needed to complete this project. | | | | |

# Explanation of Overruns & Underruns

Old Coast Hwy.-Boat asin Road
Lower Harbor Road
Curry County

F..P. No. OS-0800 (1)
Prefix No. 208-1062
Contract No. 8715

| ITEM NO. | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | PERCENT + or - |
|---|---|---|---|---|---|
| 14. | Grid Roller/Tractor | Hour | 160 | 83.5 | -47.8 |
| | The Grid Roller was used when needed. I do not have an explanation as to why it underrun. | | | | |
| 15. | 3/4"-0 Aggregate Base | Cu.Yd. | 3,100 | 3,207.0 | + 3.5 |
| 16. | Class "B" Asphalt Concrete 3 inches Thick | Sq.Yd. | 24,400 | 23,597.7 | - 3.3 |
| 17. | Furnishing & Installing 12-inch Culvert Pipe | Lin.Ft. | 400 | 512.0 | +28.0 |
| | We added 112 feet of Culvert Pipe for drainage, in front of a business establishment. This eliminated an open ditch which would have been objectionable as well as impracticable. | | | | |
| 18. | Installing 18-inch Culvert Pipe | Lin.Ft. | 528 | 1,048.0 | +98.5 |
| | Additional 18-inch Culvert Pipe was required from sta. 1+00 - 5+26 in order to provide drainage. Several other short runs of pipe were used throughout this project which amounted to this Overrun. | | | | |
| 19. | Installing 24-inch Culvert Pipe | Lin.Ft. | 100 | 100.0 | |
| 20. | Installing 36-inch Culvert Pipe | Lin.Ft. | 80 | 80.0 | |
| 21. | Furnishing & Installing 48-inch Culvert Pipe | Lin.Ft. | 12 | 20.0 | +66.7 |
| | This Culvert Pipe had to be lowered in order to get cover when we lowered this pipe, additional pipe was needed to reach beyond the fill slope. Therefore the Overrun. | | | | |
| 22. | Concrete Manholes | Each | 1 | 1 | |
| 23. | Concrete Inlets, Type G-1 | Each | 15 | 18 | +20.0 |
| | Inlets were added at sta. 1+00 Lt. & Rt. and also at sta. 44+50. These inlets were necessary to get surface water into the drainage installed. | | | | |
| 24. | Concrete Inlets, Type G-2MA | Each | 5 | 6 | +20.0 |
| | Due to a spring in the Cut bank, we installed one more G-2MA inlet behind the curbs Rt. of sta. 27+46. | | | | |

# Explanation of Overruns & Underruns

Old Coast Hwy.-Boat Basin Road
Lower Harbor Road
Curry County

F.A.P. No. OF-0800 (1)
Prefix No. 208-1062
Contract No. 8715

<table>
<tr><th>ITEM NO.</th><th></th><th>UNIT</th><th>CONTRACT QUANTITY</th><th>FINAL QUANTITY</th><th>PERCENT + or -</th></tr>
<tr><td>25.</td><td>Furnishing & Installing 18-inch Drain Pipe</td><td>Lin.Ft.</td><td>245</td><td>240</td><td>- 2.0</td></tr>
<tr><td>26.</td><td>Installing 18-inch Drain Pipe</td><td>Lin.Ft.</td><td>2,420</td><td>2,400</td><td>- 0.8</td></tr>
<tr><td>27.</td><td>18-inch Drain Pipe Tees</td><td>Each</td><td>7</td><td>7.0</td><td></td></tr>
<tr><td>28.</td><td>Special Filtor Materials in Drains</td><td>Cu.Yd.</td><td>790</td><td>633.75</td><td>-19.8</td></tr>
<tr><td></td><td colspan="5">Since the plans called for a Special Typical Section on this material, this was used for our pay quantity. By using this smaller Trench Design, this item Underran.</td></tr>
<tr><td>29.</td><td>Extra for Asphalt Approaches</td><td>Each</td><td>25</td><td>24</td><td>- 4.0</td></tr>
<tr><td>30.</td><td>Drainage Curbs</td><td>Lin.Ft.</td><td>8,960</td><td>8,449.8</td><td>- 5.7</td></tr>
<tr><td>31.</td><td>Adjusting Manholes</td><td>Each</td><td>10</td><td>9</td><td>-10.0</td></tr>
<tr><td></td><td colspan="5">One manhole shown to be adjusted, was outside the R/W. Therefore, we did not adjust this manhole.</td></tr>
<tr><td>32.</td><td>Capping Inlets</td><td>Each</td><td>2</td><td>2</td><td></td></tr>
<tr><td>PA #1</td><td>Salvage & Installing 48-inch Culvert Pipe</td><td>L.S.</td><td>All</td><td>All</td><td></td></tr>
<tr><td></td><td colspan="5">We had to lower this pipe in order to get adequate cover. The only way to get cover was by removing some of the existing pipe and relaying it.</td></tr>
<tr><td>PA #2</td><td>Furnish & Placing Rock Slope Protection</td><td>Cu.Yd.</td><td></td><td>98</td><td></td></tr>
<tr><td></td><td colspan="5">After we lowered this culvert, the ditch started scouring up the creek. We dug the ditch deeper, and placed Rip Rap on the bottom and up the sides and raised the flow line back to the Original Flow Line.</td></tr>
</table>

8715

2

December 29, 1978

St. Paul Fire & Marine Insurance Company
Portland Office
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 8715 awarded to Horton Bros., Inc. for work on the Old Coast Highway-Boat Basin Road Section of Lower Harbor Road in Curry County was completed on November 1, 1978, and accepted by the State Highway Engineer on December 28, 1978.

Final payment in the amount of $16,499.26 will be released to the contractor after January 4, 1979. The total contract amount is $334,210.54 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Horton Bros., Inc.
211 King Street
Brookings, OR 97415

bc: C. T. Kaasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

8715

FINAL WEEKLY REPORT!

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Old Coast Hwy.- Boat Basin Road

WEEK ENDING: December 2, 1978

SECTION PREFIX: 208-1062

HIGHWAY: Lower Harbor Co. Road

COUNTY: Curry

NAME OF JOB: Old Coast Hwy.-Boat Basin Road

KIND OF WORK: Grading & Paving

CONTRACTOR: Horton Bros., Inc.

CONTRACT NUMBER: 8715

FEDERAL AID PROJECT NUMBER: OS-0800 (1)

DATE OF CONTRACT: May 14, 1978

DATE WORK STARTED: June 12, 1978

ESTIMATED COMPLETION DATE: November 1,1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 140

CALENDAR DAYS USED: 140

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $403,193.88

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $371,222.56

ENGINEERING AUTHORIZATION: $31,971.32

This Week 468.80

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $353,881.00

ENGINEERING COST TO DATE: $41,642.15

DATE PROJECT WAS COMPLETED: November 1, 1978

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 130.0

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.87 | | | | |
| MILES PARTIALLY COMPLETED | 0 | | | | |
| MILES COMPLETED | 0 | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 12,135 | 13,490 | | | 24,400 |
| TOTAL QUANTITIES CORRECTED TO DATE | 9,200 | 11,208 | | | 23,598 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 9,200 | 11,208 | | | 23,598 |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | | 0 |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | | 0 |
| HOURS PER SHIFT | 0 | 0 | | | 0 |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 26 | Fair | 0 | | PROJECT COMPLETED! |
| MONDAY | 27 | Fair | 0 | | |
| TUESDAY | 28 | Rain | 0 | | |
| WEDNESDAY | 29 | Rain | 0 | | |
| THURSDAY | 30 | Rain | 0 | | |
| FRIDAY | 1 | Rain | 0 | | |
| SATURDAY | 2 | | 0 | | |

K

RECEIVED
DEC 4 1978
CONSTRUCTION
BRANCH

Keesey
Jackmond ✓
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 26 | |
| MONDAY 27 | No work. |
| TUESDAY 28 | No work. |
| WEDNESDAY 29 | No work. |
| THURSDAY 30 | No work. |
| FRIDAY 1 | No work. |
| SATURDAY 2 | |

## REMARKS

One man working on Semi-Final. Sent Semi-Final to the Region Office on Tuedday, November 28, 1978.

THIS IS THE FINAL WEEKLY REPORT!!

SIGNED R. D. Morris LOCATION Coquille

Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8715

Mack Arch on the Curry Coast
*COUNTY OF CURRY*
ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, OREGON 97444

November 21, 1978

Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

ATTENTION: Mr. Frank Morrison

Dear Sirs:

Lower Harbor Road Off Systems Project has been duly inspected by the Road Department. It is the intent of this letter to recognize the project as complete and accepted by Curry County.

Sincerely,

Frank P. Strain
Frank Strain

Commissioner

Charlie Warren
Charlie Warren

Commissioner

Commissioner

CW:dp

8715

8

STATE COPY

OMB No. 04-R2089

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NO. 6-125

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FEDERAL-AID PROJECT AGREEMENT

6-13-78

State: Oregon

County: Curry

Project No.: OS-0800 (1)

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI Co. Rd., (Lower Harbor Rd.) 0.1 Mi. S.W. U.S. 101, S.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-5-78 | 0.874 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 78.16%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 402,626.00 | $ 215,000.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By for

Technical Services Engineer
*(Title)*

By

Act.State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator JUN 13 '78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, May 31, 1978

Federal Aid Project
No. OS-0800 (1)

Old Coast Hwy.-Boat Basin Road Section
Lower Harbor County Road
Curry County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 0+00 to Sta. 46+00)

| | | | | |
|---|---|---|---|---|
| Mobilization | All | Required | | $ 2,750.00 |
| Temporary Protection and Direction of Traffic | All | Required | | 1,100.00 |
| Temporary Signs | 126 | Sq. Ft. | 5.50 | 693.00 |
| Temporary Barricades | 6 | Each | 110.00 | 660.00 |
| Flagmen | 1,000 | Hr. | 19.80 | 19,800.00 |
| Clearing and Grubbing | All | Required | | 6,600.00 |
| Removal of Structures and Obstructions | All | Required | | 3,300.00 |
| General Excavation | 10,710 | Cu. Yd. | 3.30 | 35,343.00 |
| Trench Excavation | 1,425 | Cu. Yd. | 3.30 | 4,702.50 |
| Finishing Roadbed and Slopes | All | Required | | 5,500.00 |
| Watering | 400 | M-Gal | 8.80 | 3,520.00 |
| Emulsified Asphalt in Watering | 10,000 | Gal. | 0.88 | 8,800.00 |
| Grid Rolled Aggregate Subbase | 9,600 | Cu. Yd. | 2.91 | 27,936.00 |
| Grid Roller with Tractor | 160 | Hour | 52.25 | 8,360.00 |
| 3/4"-0 Aggregate Base | 3,100 | Cu. Yd. | 10.17 | 31,527.00 |
| Class "B" Asphalt Concrete 3 inches Thick | 24,400 | Sq. Yd. | 3.76 | 91,744.00 |
| Installing 12-inch Culvert Pipe | 400 | Lin. Ft. | 11.00 | 4,400.00 |
| Installing 18-inch Culvert Pipe | 528 | Lin. Ft. | 9.90 | 5,227.20 |
| Installing 24-inch Culvert Pipe | 100 | Lin. Ft. | 9.90 | 990.00 |
| Installing 36-inch Culvert Pipe | 80 | Lin. Ft. | 27.50 | 2,200.00 |
| Installing 48-inch Culvert Pipe | 12 | Lin. Ft. | 33.00 | 396.00 |
| Concrete Manholes | 1 | Each | 1,980.00 | 1,980.00 |
| Concrete Inlets, Type G-1 | 15 | Each | 650.00 | 9,750.00 |
| Concrete Inlets, Type G-2 MA | 5 | Each | 750.00 | 3,750.00 |
| Furnish and Install 18-inch Drain Pipe | 245 | Lin. Ft. | 15.40 | 3,773.00 |
| Installing 18-inch Drain Pipe | 2,420 | Lin. Ft. | 9.90 | 23,958.00 |
| 18-inch Drain Pipe Toes | 7 | Each | 150.00 | 1,050.00 |
| Special Filter Material in Drains | 790 | Cu. Yd. | 7.20 | 5,688.00 |
| Extra for Asphalt Approaches | 25 | Each | 220.00 | 5,500.00 |
| Drainage Curbs | 8,960 | Lin. Ft. | 3.02 | 27,059.20 |
| Adjusting Manholes | 10 | Each | 160.00 | 1,600.00 |
| Capping Inlets | 2 | Each | 140.00 | 280.00 |
| | | | | $349,936.90 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Signing | All Required | | $ 2,000.00 |
| Permanent Pavement Striping | All Required | | 800.00 |
| Temporary Erosion Control | All Required | | 1,000.00 |
| Adjust Meters and Valves | All Required | | 1,000.00 |
| | | | $ 4,800.00 |
| | | Subtotal | $354,736.90 |
| | | Engineering | 47,889.10 |
| | | Total | $402,626.00 |

| | | |
|---|---|---|
| Length of Project | 0.874 Mi. | |
| Cost of Roadway Per Mile | | $460,670.48 |

| | |
|---|---|
| Federal Fund (78.16%) | $215,000.00 |
| County Funds | 187,626.00 |
| Total | $402,626.00 |

Group 1-100%

Contract No. 8715

Prefix 208-1062

Oregon State Highway Division
Salem, Oregon, May 31, 1978

Federal Aid Project
No. OS-0800 (1)

Old Coast Hwy.-Boat Basin Rd. Section
Lower Harbor County Road
Curry County

Nonparticipating-State Work

| | | |
|---|---|---|
| Adjust Mail Boxes | All Required | $ 500.00 |

8715

4

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

**June 12, 1978**

**Morton Bros., Inc.**
**211 King Street**
**Brookings, OR 97415**

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8715 for work on the Old Coast Highway-Boat Basin Road Section of Lower Harbor Road in Curry County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

**dds**
Enclosure

**cc** **St. Paul Fire & Marine Insurance Co.**
**500 N.E. Multnomah**
**Portland, OR 97232**

**bc** **C. T. Kassey**
**Walt Hart**
**Robert Church**
**Jim Kiene**
**Alfred Shirley**
**F. D. Morrison**

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Curry County Court
Courthouse
Gold Beach, OR 97444

Attention of Mr. John Thorp
County Engineer

Request No. (assigned by staff engineer or head of section) CC1829

Date May 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Advance Deposit for Construction $194,119.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $50,000.00 | |
| | | To be transferred to State Hwy. funds for the Old Coast Hwy.-Boat Basin Road Section.<br>Off System Project OS-0800(1) | | $144,119.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 194,119.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
208-1062-297

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8715

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
F. D. Morrison
SAIF
Fran

May 24, 1978

Horton Bros., Inc.
211 King Street
Brookings, OR 97415

Gentlemen:

The Oregon Transportation Commission on May 4 accepted your proposal for work on the Old Coast Highway-Boat Basin Road Section of Lower Harbor Road in Curry County for the sum of $349,936.90 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Curry County and when the sum of $194,100 is deposited by the County.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8715.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 6, 1978.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

PROJECT MANAGEMENT OFFICE MEMO

Cliff Laux said he would include in Programe with FHWA
AR 5/8/78

Date 5-8-78

Subject Old Coast Hwy - Boat Basin Road File No.

Received (call) (~~visit~~) from Bud Shirley

Address

Made (call) (visit) to

Phone

Reason for contact and general discussion:

County wants to go with this project not withstanding Utilities's Consultants $80,000 estimate. County plans to negotiate that estimate. Some parts may not be their responsibility. Even though this project exceeds available Fed funds we should make certain utilities are programed. Co can use avail Fed funds as they choose. Reynoldson please follow up

Signature S Wimer

File ( ) ( ) (W) ( ) ( ) ( ) (AP) ( ) Prange (I) Reynoldson (I)
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

05-0800(1)

Date 5-5-78

Subject Award of "Old Coast Hwy-Boat Basin Rd" File No. ______

Received (call) (~~visit~~) from Bud Shirley

Address ______

Made (call) (visit) to ______ Phone ______

Reason for contact and general discussion:

Has word a consultant now estimates water line relocation at #80,000. We could program w/Feds. However, aren't we into 100% County money anyway. If this is in addition to costs we've billed County for, they may not have funds for total project. He'll check with Charlie Warren and advise

V Boyd & Reynoldson — Don't award until Region agrees

Signature S Wimer

File ( ) ( ) (✓) ( ) ( ) ( ) (✓) ( ) Reynoldson
Circulate: PME LGE OPE FAE CCE [✓ OM] [✓ Other]

May 2, 1978

Curry County
Board of Commissioners
Courthouse
Gold Beach, Oregon 97444

Att: Hon. Richard Swagert
Commissioner

Gentlemen:

On April 27, 1978, the lowest of 3 bidders on the Old Coast Hwy.-Boat Basin Section was Horton Bros. Inc., 211 King St., P. O. Box H, Brookings, Oregon 97415 which bid is approximately 21% greater than our estimate. Since this above the 10% limit it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project the following advance deposit is required prior to awarding the contract:

| | |
|---|---|
| Bid Items | $349,936.90 |
| Permanent Signing | 2,000.00 |
| Permanent Pavement Striping | 800.00 |
| Temporary Erosion Control | 1,000.00 |
| Adjust Mail Boxes | 500.00 |
| Adjust Meter & Valves | 1,000.00 |
| Contingencies 4½% | 15,985.66 |
| Engineering 9% | 31,971.32 |
| Estimate of Total Construction | $403,193.88 |
| Estimate of Total PE | 13,775.62 |
| Estimate of Total Cost of Project | $416,969.50 |
| Less Previous PE Advance Deposit | 7,850.00 |
| Less SOS Funds | 250,000.00 |
| 100% County Funds | $159,119.50 |
| Plus County's 14% share of $250,000 | 35,000.00 |
| County Advance Deposit | $194,119.50<br>rounded to $194,100.00 |

Please make your check for $194,100.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434-Transportation Building, Salem, Oregon 97310.

Would you please notify the highway Region Office in Roseburg when advance deposit is sent.

Very truly yours,

for Gerald W. Wimer
Local Government Manager

FH:dmc

bc: w/att: Glen Clark (AD 418)
Vern Skoog - Please notify Virgil Boyd upon reciept of money

8715

# COST ANALYSIS

## PROJECTS BID APRIL 27, 1978

| PROJECT | | % OVER EE | $ OVER EE |
|---|---|---|---|
| M-000C(4) | S.W. Pine-S.W. Madison | +15.6 | $90,200.00 |

Traffic job. Traffic advised that they have had little experience with this type of project. Their tentative feeling is to accept the low bid. Their letter of reccommendation will follow.

| | | | |
|---|---|---|---|
| OS-0800(1) | Old Coast Hwy.-Boat Basin Road | +21.9 | $62,937.90 |

The engineers estimate was influenced by a local contractor who recently sold his business and is no longer locally active. A contractor with experience with the boat basin construction advises that the groundwater table is practically at ground level and boulders will be encountered in the underground drainage work.

The engineers estimate was in error $1.00 per cubic yard for Bid Item #13, Grid Rolled Aggregate Subbase. Because a local contractor is unavailable, our estimate for mobilization was low. These revisions of the prices are indicated for the above reasons.

| Number | Item | Increase |
|---|---|---|
| 1 | Mobilization | $ 6,400.00 |
| 13 | Grid Rolled Aggregate Subbase | 9,600.00 |
| No's 18, 19, 20, 26 | Installing Drains and Culvert Pipes | 24,000.00 |
| | | $40,000.00 |

These adjustments would place the low bid within the engineers allowance. Recommend acceptance of the low bid.

| | | | |
|---|---|---|---|
| F-55(3) | N.E. Diamond Lake Blvd.-S.E. Washington Ave. | +12.2 | $38,559.00 |

The contractors' appraisal of four lump sum bid items is consistantly higher than the Engineer's Estimate. The higher range bid by both of these responsive contractors is consistant. The remaining bid prices are in line with the Engineer's Estimate.

PROJE % OVER EE $ OVER EE

I-5-1(92)00
(cont.) Several adjustments to the Engineer's Estimate are reasonable. No money was provided in the estimate for preparation of the quarry site. The amount estimated for drilling and shooting at $1.25/C.Y. was low because of the blocky character of the rock and the nearness ot the old highway. The placing costs will be higher than estimated because of the thin 1½ inch lift. Two paving spreads are anticipated by the contractor to balance the AC plant production. The cost added is estimated at $1.00/ton. The quantity of AC was cut from 50,000 tons when the Engineer's Estimate was prepared to 33,000 tons when the job was bid without review of the effect of the quantity change on price.

The total adjustments the AC estimates equal $2.10/ton, which would bring the low bid within 10% of the Engineer's Estimate. There were five responsive bidders on the project with the three low bidders within 1.7% of each other. Because of the above reasons, the short 100 CWD completion time and the other contractor in the area,no better bid is anticipated be readvertising. Recommend acceptance of the low bid.

M-3920(1) Grandview and Wimer St. (Ashland) +19.10 $39,784.20

Only two bidders on this project. Recommend rejection of the low bid as being too high.

Wolf Creek Tavern State Wayside +33.3 $24,803.00

Only one bidder on this project. Recommend rejection of low bid as being too high.

RS-A482(1) Upper Calapooia River Bridge +11.42 $49,060.00

Bridge project. Bridge tentatively recommends acceptance. A letter of their recommendation to follow.

RS-423(2) Mortimore Ranch-John Day Highway +11.6 $23,339.00

An error in the Engineer's Estimate for the estimated price of Aggregate subbase of $0.75 per C.Y. was found. After the final estimate was completed, the unit of measurement for payment for aggregate subbase and 3/4"-0 aggregate base was changed from tons to cubic yards.

The low bid would be within the usual allowance of the revised estimate. Recommend acceptance of the low bid.

Edgar L Johnsen
Edgar L. Johnsen
Chief Cost and Special
Studies Engineer

ELJ:bn
cc: F. B. Klaboe
Dave Moehring
J. H. Versteeg
O. B. Jackmond
H. S. Coulter
W. J. Hart
D. E. Swan
Virgil Boyd
E. S. Hunter
C. T. Keasey
Larry Jacobson

8715

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 11, 1978

H Coulter

**FROM:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

**TO:** FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
   FAP No. M-000C(4)
   Multnomah County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
   Arndt Road
   Clackamas and Marion Counties

   Structure and approaches.

   Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways
   Clackamas County

   Paving

   Because of a lack of demonstrated need, a bikeway is not being established at this time.

   Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
   Oregon Coast Highway
   Coos County

   Painting.

   Same as No. 1.

5. Old Coast Highway-Boat Basin Road
   Lower Harbor County Road
   Curry County

   Grading and paving.

   Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
   The Dalles-California Highway
   Deschutes County

   Grading and paving.

   Four-foot shoulders provided on this project.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
   Oakland-Shady Highway
   Douglas County

   Grading, paving, signals.

   Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
   John Day Highway
   Gilliam County

   Aggregate crushing.

   Same as No. 1.

9. Dayville Rock Production
John Day Highway
Grant County

Aggregate crushing.

Same as No. 1.

10. Main St at Canyon Blvd (John Day)
John Day Highway
Grant County

Traffic signals.

Same as No. 1.

11. S Ashland Intchge-California State Line
Pacific Highway
Jackson County

Paving.

Same as No. 1.

Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
City Streets
Jackson County

Grading and paving.

Twenty-eight-foot curbed section.

Same as No. 6.

13. Wolf Creek Tavern State Wayside
Josephine County

Grading, paving and sewers.

Same as No. 1.

14. Armitage State Park
Lane County

Buildings.

Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
Santiam Highway
Linn County

Grading and paving.

The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
Calapooia River Road
Linn County

Grading and structure.

Four-foot shoulders provided on this section.

Same as No. 6.

17. Crooked Creek
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

18. Hot Springs Road-McDermitt
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
East Portland Freeway
Multnomah County

Grading and paving.

Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8715

8

U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

4-5-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
C 0800(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Curry

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80082

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

|  |  |  |
|---|---|---|
| DATE PS & E APPROVED<br>1-3-78 | DATE AUTHORIZATION EFFECTIVE<br>4-5-78 | FEDERAL ROUTE NUMBER<br>Non Federal-aid<br>STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:
"Old Coast Highway-Boat Basin Section"

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. D. E. Swan dated March 31, 1978 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Swan
4-10

|  |  |  |
|---|---|---|
| DATE<br>4-5-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

715 4-4-78 Curry

MEMO TO THE FILES

1 Versteeg ✓
copy Christensen
George
Olson
Terpin
#5 copy Sullivan
Scott
Savage

RECEIVED
MAR 31 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Old Coast Hyw. - Boat Basin Road
Lower Harbor Road
Curry County

TO WHOM IT MAY CONCERN:

A meeting was held in the banquet room of the Sporthaven Restaurant in Harbor, March 28, 1978 at 4:00 P. M.

Mr. Charlie Warren, from Curry County was in charge of this informal meeting. The purpose of the meeting was to inform property owners, fishermen, port authorities etc. what was proposed on the lower harbor road.

After the route was explained by Mr. Warren, he asked those in attendance if there were any questions? The fist question from the floor was about right of way. This got several people talking about the Right of Way, which they claim the County does not have. Mr. Warren informed these people that he would discuss the R/W problem with them after our meeting was over.

The question came up about detours. I told them no detours were shown on the plans but we might be able to detour some traffic over the Port Commission property, with the ports approval.

Noted

see 4-4-78 TT from Bud [illegible]

When asked when the project was to be built, I told the people in attendance that the contractor would have 140 calandar workdays to do this work, which amounts to almost 5 months. Since our construction would be going on during the most productive months for the port, business establishments, sport fishermen and commercial fishermen, those in attendance requested that the project be delayed until our July 27, 1978 letting. They feel that this postponement would help all concerned since the fishing and tourist would start dropping off in August and School would help even more in Sept. This would only pose a month or so of hardships on the adjoining business places and fishermen.

Another question was, could we make the contractor work from 12:00 noon until 10:00 P. M. It was explained that this would no doubt increase the costs of the project.

After answering several other questions, the meeting was adjourned about 5:30 P. M.

After the meeting, several people looked at the set of plans that I had, as they were interested in the connection to the old highway.

At the same time, Mr. Warren was discussing the road R/W with about 6 people and the interested parties were supposed to get together with Mr. Warren and look at the records to settle this R/W problem.

F. D. Morrison

cc; Region Office ✓

cc: J. H. Versteeg ✓

F. D. Morrison, Res. Engr
P. O. Box 716
Coquille, Oregon 97423

ROSEBURG
RECEIVED

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

3-29-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 05-0800( )
Project Name Old Coast Hwy- Tuttle Creek Section
Lower Harbor Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Gold Beach, Oregon, this 24th day of March, 1978

County of Curry

Jack R Waldie
~~County Judge~~/Chairman

Commissioner

Commissioner

Certified By:

for Richard Wilson
Regional Right-of-Way Supervisor
Date 3-29/78

PROJECT MANAGEMENT
PME ☐ CCE ☐
LGE ☒ FAE ☐
MAR 30 1978
File: PM FA
LG OP
TAA Reynoldson

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

5715

Curry

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/78

Donald L Daust

4-27-78 Bid Letting ______________ All Clear Deadline

SECTION OLD COAST HWY.-BOAT BASIN ROAD

Highway Lower Harbor Road

County Curry Co. Region 3

Type of Work G, P Funds OS

State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ☒ | | | | |
| Negative Declaration | ☒ | | | | |
| Project Assessment | | ☒ | | | ☒ |
| Write-off Letter | ☒ | | | | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | |
| D.O.G.M.I. | ☒ | | | | |
| Corps of Engineers | ☒ | | | | |
| Coast Guard | ☒ | | | | |
| Co. Conditional Use | ☒ | | | | |
| NPS Air Pollution | ☒ | | | | |
| NPS Water Pollution | ☒ | | | | |
| | | | | | |
| | | | | | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ |
| Cultural Salvage | ☒ | | | | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☒ | | | | |

Section Old Coast Hwy - Boat Basin Rd.
Programming Estimate $ 341,000
Highway Lower Harbor County Rd
Project Length 6.87 mile
County Curry
Completion Time 140 cal w/days
(10-15-78)
Kind of Work Grading & Paving
Prefix 008-8201-971
FA Project No. 05-0800(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

**ROUTING SLIP** Date: 3/13/78

**DEPARTMENT OF TRANSPORTATION**

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir. Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number

ATTENTION: Glen Clark
FROM: A.R

F.Y.I.

Form 81-731-0022 (7/77)

|  |  |
|---|---|
| ...act Amount | $ 287,349 |
| 2,000 |  |
| 800 |  |
| 1000 |  |
| 500 |  |
| 1,000 | $ 5,300 |
|  | $ 292,649 |
| Contingencies (4-1/2%) | 13,169.21 |
| Engineering ( 9 %) | 26,538.41 |
| SUBTOTAL | $ |
| Credit for | |
| Estimated Net Authorization, Construction | $ 332,156.63 |

APPROVED

Road Design Engineer

Section Old Coast Hwy - Boat Basin Rd.
Programming Estimate $ 341,000
Highway Lower Harbor County Rd
Project Length 6.87 mile
County Curry
Completion Time 140 cal w/days
(10-15-78)
Kind of Work Grading & Paving
Prefix 008-8201-971
FA Project No. 05-0800(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 287,349 — |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | 2,000 — | |
| Permanent Pavement Striping | 800 — | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | 1000 | |
| State Furnished | | |
| Install Water Meter | | $ 5,300 — |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Adjust ~~Furnish~~ Mail Box~~Posts~~ | 500 — | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| Adj Meters & Valves | 1000 | |
| | | $ 292,649 — |
| Contingencies (4-1/2%) | | 13,169.21 |
| Engineering ( 9 %) | | 26,338.41 |
| SUBTOTAL | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 332,156.63 |

APPROVED

Road Design Engineer

(Mar)

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 1-17-78

Section Old Coast Hwy-Boat Basin Rd.

County Curry

Kind Of Work Grading & Paving

Length 0.87 mi

Name Galloway

2-8-78

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Mobilization (6%) | | Lump Sum | All | | 16,300 - |
| 2 | Temporary Protection And Direction Of Traffic | | Lump Sum | All | | 3,000 - |
| 3 | Temporary Signs | | Sq. Ft. | 126 | 6 - | 756 - |
| 4 | Temporary Barricades | | Each | 6 | 95 - | 570 - |
| 5 | Flagmen | | Hr. | 1000 | $18^{00}$ | 18,000 - |
| | ROADWORK | | | | | |
| 6 | Clearing And Grubbing | | Lump Sum | All | — | $500^{00}$ |
| 7 | Removal Of Structures And Obstructions | | Lump Sum | All | — | $2,000^{00}$ |
| 8 | General Excavation | | Cu. Yd. | 10,710 - | $3^{00}$ | 32,180 - |
| 9 | Trench Excavation | | Cu. Yd. | 1425 | $7^{00}$ | 9,975 - |
| 10 | Finishing Roadbed And Slopes | | Lump Sum | All | — | $2,000^{00}$ |
| 11 | Watering | | M.-Gal. | 400 | $8^{00}$ | 3200 - |
| 12 | Emulsified Asphalt In Watering | | Gal. | 10,000 | $0^{75}$ | 7,500 - |
| | Grid Rolled Aggregate Subbase | | Cu. Yd. | 9600 | $1^{00}$ | 9,600 - |
| 13 | Grid Roller With Tractor | | Hour | 160 | $40^{00}$ | 6,400 - |
| 14 | 3/4"-0 Aggregate Base | | Cu. Yd. | 3,100 | $8^{00}$ | 24,800 - |
| 15 | Class "B" Asphalt Concrete, 3 inches Thick | | Sq. Yd. | 24,400 | $3^{75}$ | 91,500 - |
| 16 | Furnishing And Installing 12-inch Culvert Pipe | | Lin. Ft. | 400 | 10 - | 4000 - |
| 17 | Installing 18-inch Culvert Pipe | | Lin. Ft. | 528 | $3^{50}$ | 1,848 - |
| | | | | | | |
| | | | | | | |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section Old Coast Hwy-Boat Basin Rd.
County Curry
Kind Of Work Grading And Paving
Length 0.87 mi
Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 18 | Installing 24-inch Culvert Pipe | | Lin. Ft. | 100 | $4^{50}$ | 450 |
| 19 | Installing 36-inch Culvert Pipe | | Lin. Ft. | 80 | $5^{00}$ | 400 |
| 20 | Furnishing And Installing 48-inch Culvert Pipe | | Lin. Ft. | 12 | 40 – | 480 |
| 21 | Concrete Manholes | | Each | 1 | $800^{00}$ | 800 |
| 22 | Concrete Inlets, Type G-1 | | Each | 15 | $425^{00}$ | 6375 |
| 23 | Concrete Inlets, Type G-2MA | | Each | 5 | $550^{00}$ | 2750 |
| 24 | Furnishing And Installing 18-inch Drain Pipe | | Lin. Ft. | 245 | 12 – | 2940 |
| 25 | Installing 18-inch Drain Pipe | | Lin. Ft. | 2,420 | 250 | 6050 |
| 26 | 18-inch Drain Pipe Tees | | Each | 14 | $50^{00}$ | 700 |
| 27 | Special Filter Material In Drains | | Cu. Yd | 790 | $12^{00}$ | 9480 |
| 28 | Extra For Asphalt Approaches | | Each | 25 | $125^{00}$ | 3125 |
| 29 | Drainage Curbs | | Lin. Ft. | 8,960 | $2^{00}$ | 17,920 |
| 30 | Adjusting Manholes | | Each | 10 | $150^{00}$ | 1,500 |
| 31 | Capping Inlets | | Each | 2 | $150^{00}$ | 300 |
| | | | | | | ~~196,018~~ |
| | | | | | | $287,349^{00}$ |

DOC 8715 3-10-78

Costs on this project were furnished by Specs. Revisions are being made. County will furnish pipe, quantities on hand, and aggregate subbase at no cost to the project.

Lyle

NOTED
D. O. Christensen

Curry

1859
ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

March 6, 1978

Mr. Charles Warren
Assist. County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

Dear Mr. Warren:

This will acknowledge your letter of March 2, 1978, advising that Curry County Commissioners wish to proceed with your Safer Off-System Road Program project no. OS-0800(1) on Lower Harbor Road with the knowledge that the current estimate is some $128,000 in excess of the maximum federally funded amount of $250,000.

By a copy of this letter I am advising the Project Management Section of the Board's decision.

Also, we have slightly revised the alignment at your request. New preliminary plans are being forwarded to this office and to Mr. Frank Morrison, Resident Engineer, Coquille.

We have some questions regarding unit prices on the pipe being supplied by the county and the unit price of stockpiled materials supplied by the county. Mr. Morrison has been asked to contact you next week (week of March 6, 1978) and discuss this with you.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: J.H. Versteeg ✓
D.H. Moehring
Bill Brown
Frank Morrison

1 Versteeg ✓
2 Christensen JDC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 07 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard
Dorn
Cole
Sample
Eriksen
Watson ✓ SW
Hager
Lau
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

Section Old Coast Hwy - Dot Dixon Rd. Programming Estimate $

Highway Lower Harbor County Rd Project Length 6.87 mile

County Curry Completion Time 140 cal. days

Kind of Work Grading & Paving (9-15-78)

Prefix 8-8201-971 FA Project No.

ROUTING SLIP Date: 3/3/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number

ATTENTION: Glen Clark

FROM: H.R.

F.Y.I. -
Spec's revised the estimate a little.

Form 81-731-0022 (7/77)

TRUCTION AUTHORIZATION

act Amount $ $296,028^{50}$

2,000
800
1000
500

$ 4300

Misc. Permit Fees

$ $300,328^{50}$

Contingencies (4-1/2%) $13,514^{78}$

Engineering ( 9 %) $27,029^{57}$

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ $340,872^{85}$

APPROVED

Road Design Engineer

Section Old Coast Hwy - Pistol River Rd. Programming Estimate $

Highway Lower Harbor County Rd Project Length 6.87 mile

County Curry Completion Time 140 cal. days (9-15-78)

Kind of Work Grading & Paving

Prefix 8-8201-971 FA Project No.

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 296,028$^{50}$ |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | 2,000 | |
| Permanent Pavement Striping | 800 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | 1000 | |
| State Furnished | | |
| Install Water Meter | | |
| Furnish Water | | $ 4300 |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Adjust<br>Furnish Mail Box Posts | 500 | |
| Adjust Utilities | | |
| Misc. Permit Fees | | |
| | | $ 300,328$^{50}$ |
| Contingencies (4-1/2%) | | 13,514$^{78}$ |
| Engineering ( 9 %) | | 27,029$^{57}$ |
| SUBTOTAL | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 340,872$^{85}$ |

APPROVED

Road Design Engineer

(Rev.)

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 1-17-78

Section Old Coast Hwy - Boat Basin Rd.
County Curry
Kind Of Work Grading & Paving
Length 0.87 mi
Name Galloway

2-8-78 G

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Mobilization (6%) | | Lump Sum | All | | 16,800 |
| 2 | Temporary Protection And Direction Of Traffic | | Lump Sum | All | | 3,000 |
| 3 | Temporary Signs | | Sq. Ft. | 126 | 6 | 756 |
| 4 | Temporary Barricades | | Each | 6 | 95 | 570 |
| 5 | Flagmen | | Hr. | 1000 | 18$^{00}$ | 18000 |
| | ROADWORK | | | | | |
| 6 | Clearing And Grubbing | | Lump Sum | All | — | 500$^{00}$ |
| 7 | Removal Of Structures And Obstructions | | Lump Sum | All | — | 2,000$^{00}$ |
| 8 | General Excavation | | Cu. Yd. | 10,710 | 3$^{00}$ | 32,130 |
| 9 | Trench Excavation | | Cu. Yd. | 1475 | 7$^{00}$ | 10,325 |
| 10 | Finishing Roadbed And Slopes | | Lump Sum | All | — | 2,000$^{00}$ |
| 11 | Watering | | M.-Gal. | 400 | 8$^{00}$ | 3200 |
| 12 | Emulsified Asphalt In Watering | | Gal. | 10,000 | 0$^{75}$ | 7,500 |
| | Grid Rolled Aggregate Subbase | | Cu. Yd. | 9600 | 2$^{50}$ | 24,000 |
| 13 | Grid Roller With Tractor | | Hour | 160 | 40$^{00}$ | 6400 |
| 14 | 3/4"-0" Aggregate Base | | Cu. Yd. | 3,100 | 8$^{00}$ | 24,800 |
| 15 | Class "B" Asphalt Concrete, 3 inches thick | | Sq. Yd. | 24,400 | 3$^{75}$ | 91,500 |
| 16 | Installing 12-inch Culvert Pipe | | Lin. Ft. | 400 | 2$^{50}$ | 1,000 |
| 17 | Installing 18-inch Culvert Pipe | | Lin. Ft. | 490 | 3$^{50}$ | 1,715 |

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of

Date

Section Old Coast Hwy-Boat Basin Rd.

County Curry

Kind Of Work Grading And Paving

Length 0.87mi

Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 18 | Installing 24-inch Culvert Pipe | | Lin. Ft. | 100 | 4.50 | 450 |
| 19 | Installing 36-inch Culvert Pipe | | Lin. Ft. | 100 | 5.00 | 500 |
| 20 | Installing 48-inch Culvert Pipe | | Lin. Ft. | 12 | 10.00 | 120 |
| 21 | Concrete Manholes | | Each | 1 | 800.00 | 800 |
| 22 | Concrete Inlets, Type G-1 | | Each | 13 | 425.00 | 5,525 |
| 23 | Concrete Inlets, Type G-2MA | | Each | 5 | 550.00 | 2,750 |
| 24 | Installing 18-inch Drain Pipe | | Lin. Ft. | 2,665 | 2.50 | 6662.50 |
| 25 | 18-inch Drain Pipe Tees | | Each | 14 | 50.00 | 700 |
| 26 | Special Filter Material In Drains | | Cu. Yd | 790 | 12.00 | 9480 |
| 27 | Extra For Asphalt Approaches | | Each | 25 | 125.00 | 3125 |
| 28 | Drainage Curbs | | Lin. Ft. | 8,960 | 2.00 | 17,920 |
| 29 | Adjusting Manholes | | Each | 10 | 150.00 | 1,500 |
| 30 | Capping Inlets | | Each | 2 | 150.00 | 300 |
| | | | | | | 196,028.50 |

8715 Curry

March 2, 1978

Charles L. Warren
Assistant County Engineer
Road Department
Courthouse
Gold Beach, Oregon 97444

Dear Mr. Warren:

The construction center line has been revised to take advantage of the deed for right-of-way previously purchased by the County. This revision reduces the general excavation approximately 700 cu. yds.

Three sets of revised plans are included for your information.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
D. O. Christensen

DOC:mg
cc: A. Shirley
L. K. Watson
G. Clark
F. Morrison

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 0 3 1978
ENGINEERING SECTION

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Bring Up / /
Action

Mack Arch on the Curry Coast

COUNTY OF CURRY
ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, ORE. 97444

February 22, 1978

D. O. Christensen
Dept. of Transportation
Salem, OR 97310

Dear Mr. Christensen:

Enclosed are copies of deeds and a drawing showing right-of-way purchased on the Lower Harbor road project. As discussed with Mr. Watson, we already have the property so you can redesign the road to move westward by the Satterfield property.

Please let us know if there is any hang up on the right-of-way as we would like to have construction begin this spring.

Sincerely,

Charles L Warren
Charles L. Warren
Assistant County Engineer

CLW:db

REFERRED TO
[illegible] Beth
[illegible] ✓ Sample
[illegible] Watson JW
[illegible] Lau
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen DOC
George
Olson
Terpin
Sullivan
3 Scott
Savage

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FEB 23 1978
ENGINEERING SECTION

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Bring Up / /
Action

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 3, 1978

F C Lowe

**FROM:** F. C. LOWE
Condemnation/Federal Aid Coordinator

**SUBJECT:** Old Coast Hwy.-Boat Basin Rd.
Lower Harbor Rd. (County Road)
Curry County

**TO:** D. H. MOEHRING, Manager
Project Management

We have received one file on the above O.S. Project that is scheduled for a March 23, 1978 letting. The acquisition of this right-of-way is estimated at $7,500 and will require a moving allowance. The estimate is as follows:

| | |
|---|---|
| $7,300 | Land |
| 200 | Moving Sign & Decorative Log |
| $7,500 | TOTAL |

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration. The above estimate covers File #50129 as shown on 1R-4-651.

FCL:jk

2/24/78

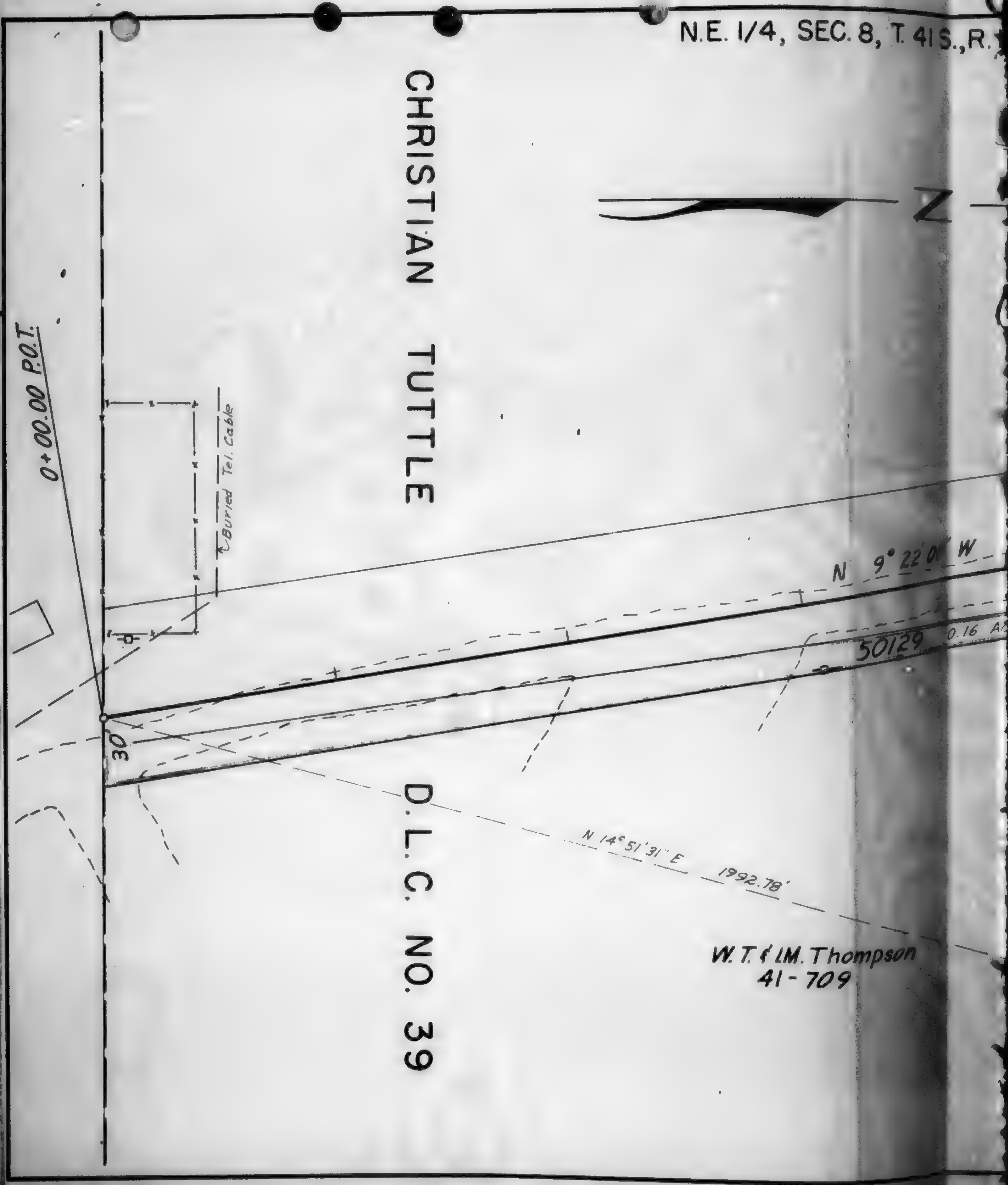
Frank,
The latest estimate for this project is greater than the federal funds so there are no funds ~~[illegible]~~ for this R/W. The Region has informed the county of the estimate.

H. Reynoldson

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
1978
File: PM FA
LG OP
TM

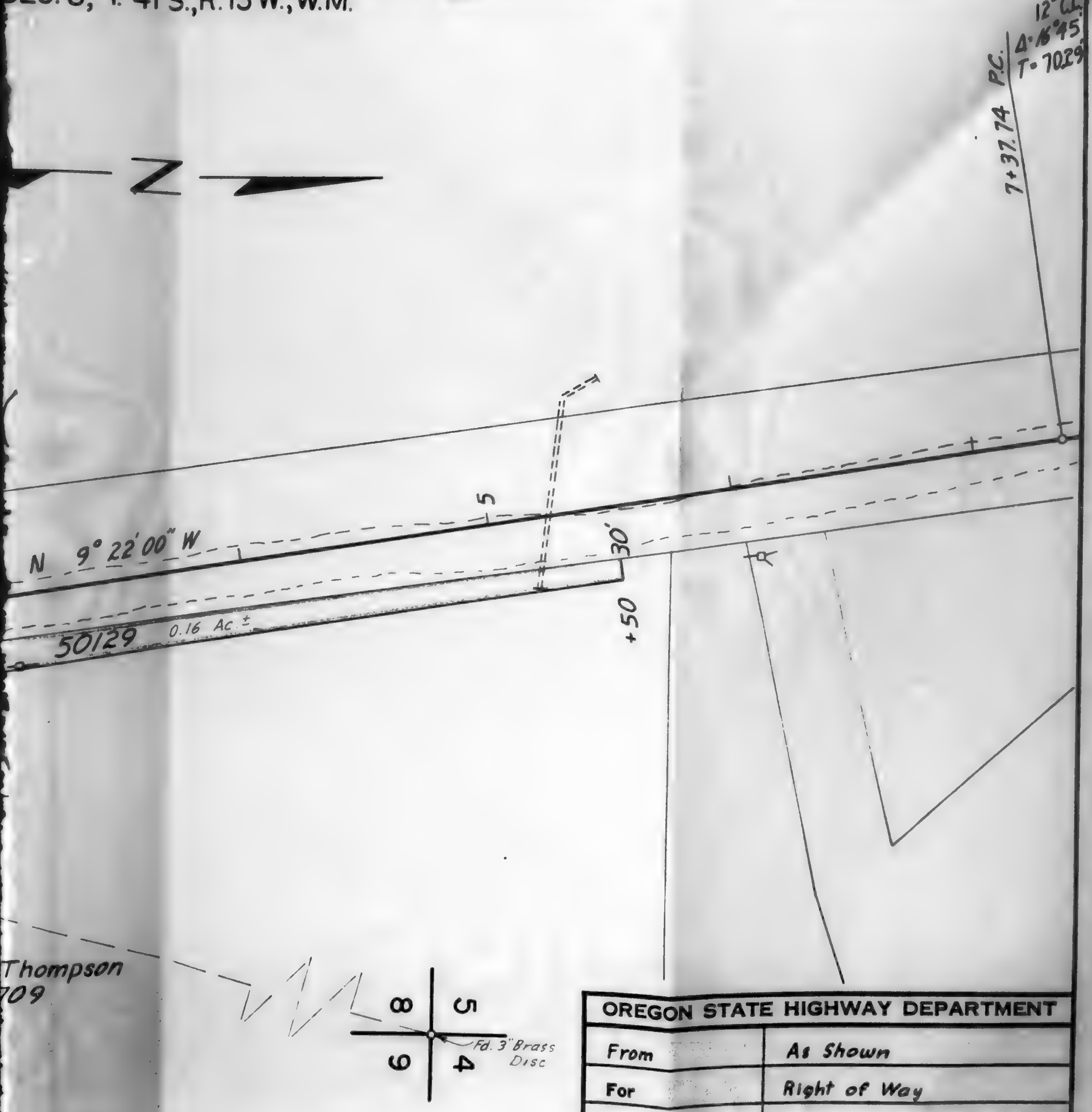
c.c. D.E. Swan.

N.E. 1/4, SEC. 8, T. 41 S., R.


CHRISTIAN TUTTLE
D.L.C. NO. 39
0+00.00 P.O.T.
Buried Tel. Cable
30
N 9° 22' 00" W
50129
0.16 A
N 14° 51' 31" E 1992.78'
W. T. & I.M. Thompson
41-709
N

1R-4-651

SEC. 8, T. 41 S., R. 13 W., W.M.



12° C.L.
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Thompson
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8
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Fd. 3" Brass Disc

| | |
|---|---|
| **OREGON STATE HIGHWAY DEPARTMENT** | |
| **From** | As Shown |
| **For** | Right of Way |
| **Highway** | Lower Harbor Rd. (Co. Rd. No. 816) |
| **County** | Curry |
| **Scale** 1" = 50' | **Date** JAN., 1978 |

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. Charles Warren
Assistant County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

February 15, 1978

Dear Mr. Warren:

Our Salem office has just completed an estimate for your Safer Off-System Road Program project no. OS-0800(1) Old Coast Highway-Boat Basin Road Section. Attached is a copy of that estimate.

You will note that the contract price is estimated to cost $303,728.50. With engineering and contingencies added, this will bring the price to $344,736.85. With the 14% local match of $35,000 and the overrun from $250,000, the cost to the county is now estimated at approximately $128,000.

This project is now on the contract letting schedule for March 23, 1978. Please review this estimate and advise your Board of Commissioners of the project status. If you wish to proceed there are several minor items left to discuss such as a construction detour, material sources, etc.

Cordially,

ORIGINAL [illegible] RLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

3/2/78
Glen called
County said OK!

AS/cao
Encl.
cc: J.H. Versteeg
D.H. Moehring
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 16 1978
File: PM FA
TAN LG OP

Section Old Coast Hwy - Boat Basin Rd.

Programming Estimate $

Highway Lower Harbor County Rd

Project Length 6.87 mile

County Curry

Completion Time 140 cal w/days (9-15-78)

Kind of Work Grading & Paving

Prefix 8-8201-921

FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

**ROUTING SLIP** Date: 2/8/78

**DEPARTMENT OF TRANSPORTATION**

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropoli
[✓ Region Number 3]
District Number

ATTENTION: Glen Clark

FROM: Project Mgt.

Please inform the county

Form 81-731-0022 (7/77)

ract Amount $ 299,428 $^{50}$

2,000
800
1000
500

$ 4300

$ 303,728 $^{50}$

Contingencies (4-1/2%) . . . . . . . . . . 13,667 $^{78}$

Engineering ( 9 %) . . . . . . . . . . 27,335 $^{57}$

SUBTOTAL $

Credit for . . . . . . . . . .

Estimated Net Authorization, Construction . . . . . . . . . . $ 344,731 $^{85}$

APPROVED

Road Design Engineer

344,731.85
250,000.00
94,731.$^{85}$
Plus 14% of 250,000 35,000.00
127,731 $^{85}$

Then by this estimate the city's share will be approx. $128,000$^{00}$

Section Old Coast Hwy - Boat Basin Rd.
Programming Estimate $
Highway Lower Harbor County Rd
Project Length 0.87 mile
County Curry
Completion Time 140 cal w/days (9-15-78)
Kind of Work Grading & Paving
Prefix 8-8201-921
FA Project No.

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 299,428.50 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | 2,000 | |
| Permanent Pavement Striping | 800 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | 1000 | |
| State Furnished | | |
| Install Water Meter | | $ 4300 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Adjust ~~[illegible]~~ Mail Box ~~Posts~~ | 500 | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| | | |
| | | $ 303,728.50 |
| Contingencies (4-1/2%) | | 13,667.78 |
| Engineering ( 9 %) | | 27,335.57 |
| SUBTOTAL | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 344,731.85 |

APPROVED

Road Design Engineer

344,731.85
250,000.00
94,731.85
35,000.00
127,731.85

Plus 14% of 250,000

Then by this estimate the city's share will be approx. $128,000.00

(Pv)

OREGON STATE HIGHWAY DIVISION

S[illegible]RY--BID SCHEDULE--COST ESTIMA[illegible]

Sheet 1 of 2

Date 1-17-78

Section Old Coast Hwy-Boat Basin Rd.

County Curry

Kind Of Work Grading & Paving

Length 0.87mi

Name Galloway

2-8-78 ß

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Mobilization (6%) | | Lump Sum | All | | 17,000- |
| 2 | Temporary Protection And Direction Of Traffic | | Lump Sum | All | | 3,000- |
| 3 | Temporary Signs | | Sq. Ft. | 126 | 6- | 756- |
| 4 | Temporary Barricades | | Each | 6 | 95- | 570- |
| 5 | Flagmen | | Hr. | 1000 | 18$^{00}$ | 18,000 |
| | | | | | | |
| | ROADWORK | | | | | |
| | | | | | | |
| 6 | Clearing And Grubbing | | Lump Sum | All | — | 500$^{00}$ |
| 7 | Removal Of Structures And Obstructions | | Lump Sum | All | — | 2,000$^{00}$ |
| 8 | General Excavation | | Cu. Yd. | 11,850 | 3$^{00}$ | 35,550 |
| 9 | Trench Excavation | | Cu. Yd. | 1475 | 7$^{00}$ | 10,325 |
| 10 | Finishing Roadbed And Slopes | | Lump Sum | All | — | 2,000$^{00}$ |
| 11 | Watering | | M.-Gal. | 400 | 8$^{00}$ | 3200- |
| 12 | Emulsified Asphalt In Watering | | Gal. | 10,000 | 0$^{75}$ | 7,500- |
| | Grid Rolled Aggregate Subbase | | Cu. Yd | 9600 | 2$^{50}$ | 24,000- |
| 13 | Grid Roller With Tractor | | Hour | 160 | 40$^{00}$ | 6,400- |
| 14 | 3/4-0 Aggregate Base | | Cu. Yd. | 3,100 | 8$^{00}$ | 24,800- |
| 15. | Class "B" Asphalt Concrete, 3 inches Thick | | Sq. Yd. | 24,400 | 3$^{75}$ | 91,500- |
| 16 | Installing 12-inch Culvert Pipe | | Lin. Ft. | 400 | 2$^{50}$ | 1,000- |
| 17 | Installing 18-inch Culvert Pipe | | Lin. Ft. | 490 | 3$^{50}$ | 1,715- |
| | | | | | | |
| | | | | | | |

OREGON STATE HIGHWAY DIVISION

RY--BID SCHEDULE--COST ESTIMA

Sheet 2 of 2

Date

Section Old Coast Hwy-Boat Basin Rd.

County Curry

Kind Of Work Grading And Paving

Length 0.87 mi

Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 18 | Installing 24-inch Culvert Pipe | | Lin. Ft. | 100 | $4^{50}$ | 450 |
| 19 | Installing 36-inch Culvert Pipe | | Lin. Ft. | 100 | $5^{00}$ | 500 |
| 20 | Installing 48-inch Culvert Pipe | | Lin. Ft. | 12 | $10^{00}$ | 120 |
| 21 | Concrete Manholes | | Each | 1 | $800^{00}$ | 800 |
| 22 | Concrete Inlets, Type G-1 | | Each | 13 | $425^{00}$ | 5,525 |
| 3 | Concrete Inlets, Type G-2MA | | Each | 5 | $550^{00}$ | 2,750 |
| 4 | Installing 18-inch Drain Pipe | | Lin. Ft. | 2,665 | $2^{50}$ | $6662^{50}$ |
| 5 | 18-inch Drain Pipe Tees | | Each | 14 | $50^{00}$ | 700 |
| 6 | Special Filter Material In Drains | | Cu. Yd | 790 | $12^{00}$ | 9,480 |
| 7 | Extra For Asphalt Approaches | | Each | 25 | $125^{00}$ | 3,125 |
| 8 | Drainage Curbs | | Lin. Ft. | 9,000 | $2^{00}$ | 18,000 |
| 9 | Adjusting Manholes | | Each | 8 | $150^{00}$ | 1200 |
| 30 | Capping Inlets | | Each | 2 | $150^{00}$ | 300 |
| | | | | | | $299{,}428^{5}$ |

8715

Curry

Salem, Oregon
January 26, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

30129 - Thompson
Old Coast Hwy.-Boat Basin Rd.
Lower Harbor Rd. (Co. Rd.)
Curry County

Attached is a description, an authorization and prints of Map 1R-4-631 covering R/W for the subject project, whihh is scheduled for March 23, 1978.

It may be desirable to obtain a title report on this File, as there seems to be many discrepancies and conflicts involving the properties in the area.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

8715 8

U.S. DEPARTMENT OF TRANSPORTATI[illegible] FEDERAL HIGHWAY ADMINI[illegible]RATION

**LETTER OF APPROVAL [illegible]ND/OR AUTHORIZATION**

1-3-78

FEDERAL AID PROJECT NO. OS-0800 (1)

STATE PROJECT NO. See below

COUNTY NAME Curry

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80082

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 1-3-78

DATE AUTHORIZATION EFFECTIVE 1-3-78

FEDERAL ROUTE NUMBER Non Federal aid

STATE ROUTE NUMBER County Rd.

GENERAL LOCATION:

"Old Coast Hwy.-Boat Basin Section"

GENERAL DESCRIPTION OF WORK:

Grade, drain and high type pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) construction.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTE
F. B. KLABO

REMARKS

As requested in Mr. Swan's 12-13-77 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for aby the above project at a total estimated cost of $608,649 Federal funds $476,025 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

Swan 1-12 78

DATE 1-3-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5715

Curry

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 14, 1977

FILE: PRO 6

Glen L Clark

**FROM:** GLEN L. CLARK
Regional Federal-Aid Engineer

**TO:** Hal Versteeg
Head of Engineering Section
SALEM

**SUBJECT:** Suggested letting schedule revision Old Coast Hwy-Boat Basin Road Section Lower Harbor Road project no. OS-0800(1)

In response to a telephone request from Mr. Lyle Watson of your shop regarding status of the subject project Mr. Virgil Wilson, Regional Right-of-Way Supervisor, was contacted to determine the status on right-of-way acquisition.

The County Surveyor is settling a disputed area involved in the proposed parcel to be acquired by the state for this project.

Mr. Wilson estimates that he will be able to certify the right-of-way for this project by March 1, 1978.

It is therefore suggested that this project be rescheduled for the March 23, 1978, letting.

GLC/cao

cc: D.H. Moehring
Bill Brown
Frank Morrison

1 Versteeg ✓
2 Christensen DC
Copy George
Olson
Terpin
3 Sullivan JWS
4 Scott
5 Savage F
6 Trout

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DEC 16 1977
ENGINEERING SECTION

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BY FINAL DESIGN ENGINEER

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 13, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By**
**D. E. Swan**

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80082
Project No. OS-0800(1)
Old Coast Hwy.-Boat Basin Rd. Section
Curry County

Attached is support data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization for construction at an estimated total cost of $274,900 with obligation of $215,000 in federal funds.

Check on this

Enclosed is a copy of the State Clearinghouse approval letter dated November 17, 1976.

JLG:dmc
Attachment
cc: Alfred Shirley, Jr. (Region 3)
H. Reynoldson

✓

FORM 81 714-1030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 29, 1977

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Virgil Wilson
Region 3 R/W Supervisor

SUBJECT: Services Agreement #84
Old 101 to Boat Basin Rd. - Tuttle Crk
Lower Harbor Road
Curry County

505

Attached are two copies of the letter agreement with Curry County for the Lower Harbor Road project.

The prefix assigned to this project is 8-8204.

AE
mp
Attach.

cc: Finance, Attn: Fred Friedow, w/c
A. Shirley, Jr., w/c
Local Gov't Programs (Co-City)
Title, w/c
Condemnation, w/c
Appraisal, w/c

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ④ FAE ☐ OPE ☐
NOV 30 1977
File: PM FA
LG OP
TAA

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
1058 W. HARVARD BLVD., ROSEBURG, OREGON 97310 PHONE 672-6755

November 4, 1977

RECEIVED
NOV 9 1977
CURRY CO ROAD DEPT

Old 101- Tuttle Crk.

CURRY COUNTY ROAD DEPARTMENT
CURRY COUNTY COURTHOUSE
GOLD BEACH OR 97444

ATTENTION: Mr. Charlie Warren
Engineering Supervisor

Dear Mr. Warren:

I have received your letter of October 26 in which you have requested the State purchase the right of way for the Lower Harbour Road. Since the right of way project is of a minor nature that only requires the purchase of one file, a regular full-blown agreement is not necessary. However, this is with the understanding that Curry County will reimburse the State for salaries and equipment rental for employees, plus a 10% surcharge for administration costs while the work is being accomplished.

The State will appraise, negotiate, make payments and close the files or process condemnation if necessary. If this meets with your approval, please countersign this letter and we will proceed with the work.

Very truly yours,

Virgil Wilson

Virgil Wilson
Right of Way Supervisor

VW:ldp

Copy to J. B. Boyd

Charles Warren

RECEIVED
NOV 14 1977
ROSEBURG R/W

APPROVED
Date 11/25/77
JB Boyd
Right of Way Engineer
Highway Division
Dept. of Transportation

F-715

Curry

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~

PRO 6

November 21, 1977

Curry County Engineer
Curry County Courthouse
Gold Beach, OR 97444

Attention Charles Warren

Dear Mr. Warren:

As of this date, the right of way acquisition for the Old Coast Hwy.-Boat Basin Rd. Section of Lower Harbor Rd. is at a standstill.

We are unable to obtain a permit of entry for the Thompson property. It is essential that the Thompson property be surveyed and the common property line established. Your attention to this matter is essential to avoid further delay in the letting date for the contract.

Cordially,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX
Regional Construction Engineer

jjg/cw

cc Virgil Wilson
F. D. Morrison
J. H. Versteeg ✓

REFERRED TO
___ Beard ___ Dorn ___
___ Cole ___ Sampia ___
___ Eriksen ___ ✓ Watson LW
___ Hager ___ Lau ___
[✓ Return] Discuss Do File Copy ___
BY FINAL DESIGN ENGINEER JM copy

1 Versteeg ✓
2 Christensen Dsc
___ George ___
___ Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Savage ___

RECEIVED
NOV 22 1977
ENGINEERING SECTION

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

Moehring

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

November 4, 1977

Mr. Charles Warren
Assistant County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

Dear Mr. Warren:

This will acknowledge your letter of November 1, 1977, transmitting two approved copies of the plans for your Lower Harbor Safer Off-System Roads program project no. OS-0800(1).

By a copy of this letter one copy is being forwarded to the Project Management Section for further processing.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: Hal Versteeg
D.H. Moehring
Bill Brown
Frank Morrison

cc. D.O. Christensen

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 7 1977
File: PM FA
LG OP
TAA George
Make these requested
plan changes as considered

ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, ORE. 97444

November 1, 1977

Glen L. Clark
Department of Transportation
Highway Division
Region 3
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

Attached are two copies of the preliminary plans for Curry County's Lower Harbor Road Safer Off-System Roads project no. OS-0800(1).

The copies have been signed by the commissioners and checked by our office.

Sincerely,

Charlie Warren

Charlie Warren
Assistant County Engineer

CW:dr
Encl.

Curry County Road Dept.
P.O. Box 746
Gold Beach, OR 97444

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | *Title Sheet* |
| 2 | *Typical Sections* |
| 2A | *Temporary Protection & Direction Of Traffic* |
| 2B | *Summary* |
| 3-6 | *Plan & Profile* |

}Not Included.

10-31-77

STATE OF OR

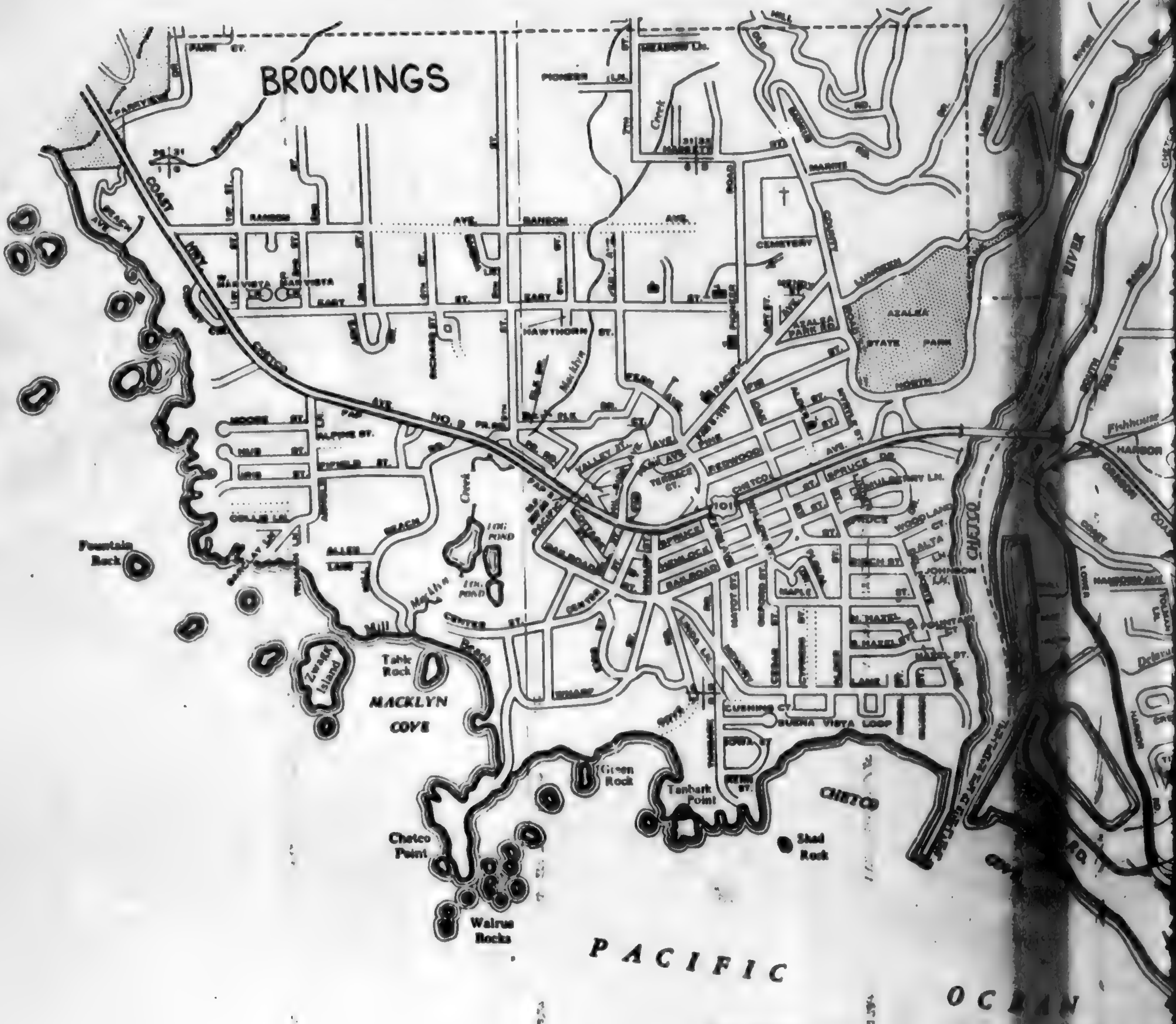
STATE HIGHWAY

PLANS FOR PROPOSE

# OLD COAST HWY.-BO

## COUNTY ROAD (LOWER

### CURRY COUNT


BROOKINGS
COAST HWY.
CEMETERY
AZALEA STATE PARK
RIVER
CHETCO
HARBOR
Fountain Rock
Zwagg Island
Table Rock
MACKLYN COVE
Green Rock
Tanbark Point
Shad Rock
Chetco Point
Walrus Rocks
PACIFIC
OCEAN

Sketch Map

Scale 0 800 1600 Feet

OF OREGON

HWAY DIVISION

PROPOSED PROJECT

PRELIMINARY COPY
T 18 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

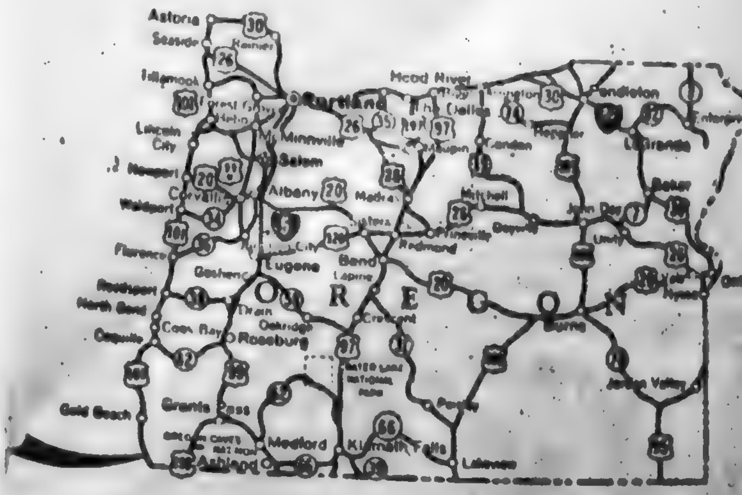
| OLD COAST HWY.-BOAT BASIN RD. SEC.<br>COUNTY ROAD (LOWER HARBOR RD.)<br>CURRY COUNTY | | | | Sheet No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | OS-DBoo(1) | | See Index |

OFF-SYSTEM

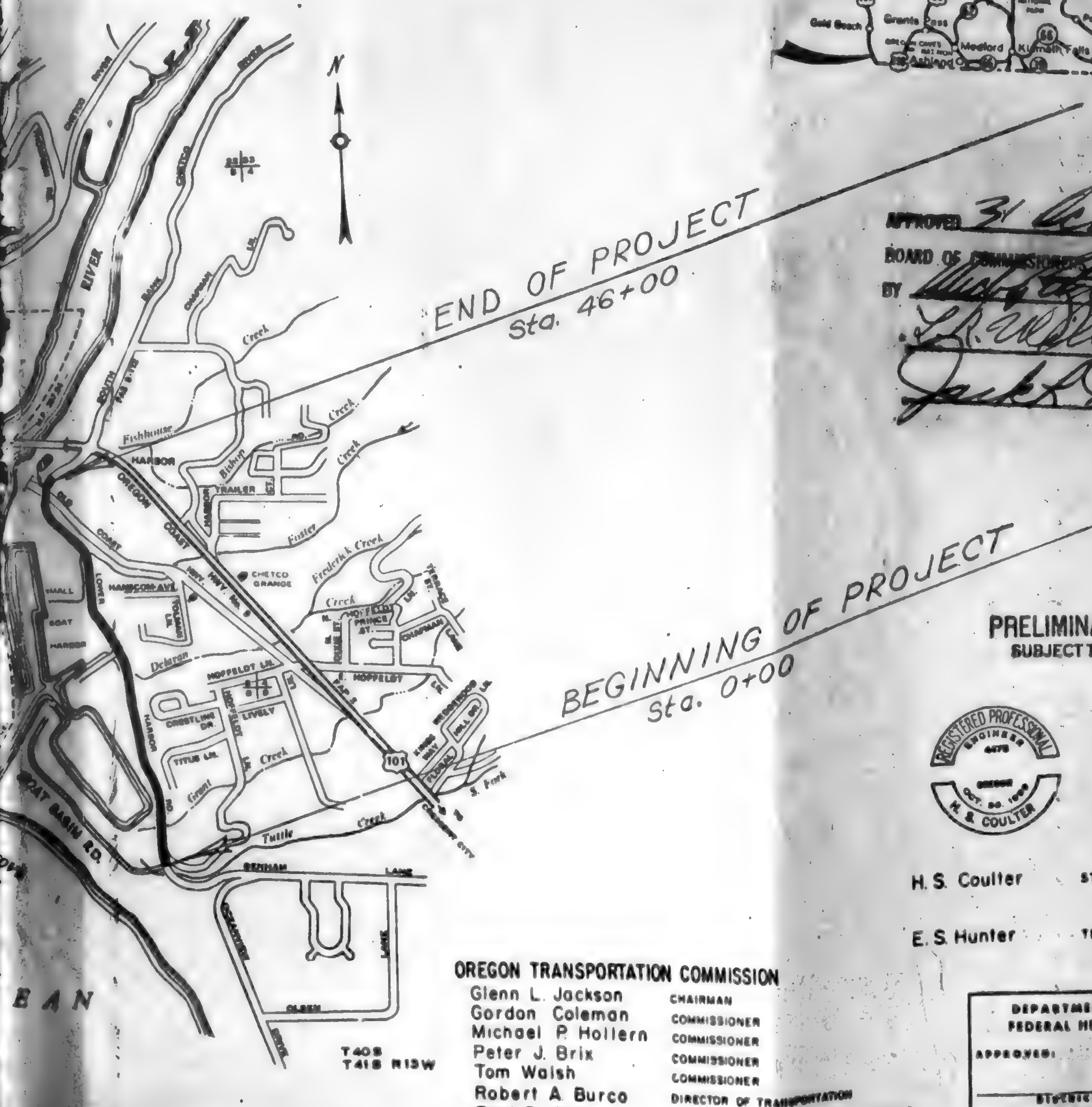
# WY.-BOAT BASIN RD. SEC.

## D (LOWER HARBOR RD)

## URRY COUNTY



Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coquille
Gold Beach
Portland
Hood River
The Dalles
Pendleton
Salem
Albany
Corvallis
Eugene
Bend
Redmond
Prineville
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Burns
Ontario
Baker
La Grande
O R E G O N



N
END OF PROJECT
Sta. 46+00
BEGINNING OF PROJECT
Sta. 0+00
RIVER
Fishhouse
HARBOR
TRAILER
Bishop
Creek
Foster
Frederick Creek
CHETCO GRANGE
OREGON COAST HWY. No. 9
OLD COAST
HANSCOM AVE
LOWER HARBOR
SMALL BOAT HARBOR
Delaran
HOFFELDT LN.
E. HOFFELDT
PRINCE ST.
CHAPMAN
CRESTLINE DR.
LIVELY
TITUS LN.
Grant
Creek
101
S. Fork
Tuttle Creek
BOAT BASIN RD.
BENHAM LANE
OLSEN
CRESCENT CITY
E A N
T40S
T41S R13W

APPROVED 31 Oct 1977
BOARD OF COMMISSIONERS OF Curry COUNTY
BY
COMMISSIONER
L.R. Williams
COMMISSIONER
Jack L. Walker
COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER
EDGAR S. HUNTER

| | |
|---|---|
| H. S. Coulter | STATE HIGHWAY ENGINEER |
| E. S. Hunter | TECHNICAL SERVICES ENGINEER |

**OREGON TRANSPORTATION COMMISSION**

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Michael P. Hollern | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Kloboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

8715

9

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

October 25, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Project Reassessment
Old 101 to Boat Basin Road
Lower Harbor Road
Curry County

The project has been reassessed for possible impacts due to a right-of-way acquisition that has been proposed since the original assessment was completed. The land to be acquired is a narrow strip of about .038 acre, which is contiguous to the existing roadway. The parcel is a portion of a large, paved lot on which a commercial building is situated.

The acquisition would not result in a significant loss of parking or storage area and would not result in any severences or displacements.

On the basis of the lack of significant impacts as a result of this acquisition, it is recommended that the project remain classified as a non-major action.

GAP:BW:cjh

cc: E. S. Hunter
Alfred Shirley
Eb Engelmann
Don Trout

RECEIVED
TECHNICAL SERVICES
OCT 27 '77
REFER TO

NOTED
J. H. VERSTEEG

Moehring

OFF SYSTEM

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE XXX-XXXX

672-6658 PRO 6

October 10, 1977

Mr. Michael Fizgerald, Chairman
Board of Commissioners
Curry County
P.O. Box 746
Gold Beach, OR 97444

Dear Mr. Fitzgerald:

During recent meetings with your engineering staff (while Mr. Thorp was still with Curry County) a sample right-of-way agreement was left that was to be completed and returned to Mr. Virgil Wilson, Regional Right-of-Way Supervisor, when the exact amount of right-of-way required was determined. A map was on hand at the time of the meeting showing several parcels not anticipated by Mr. Thorp who had started negotiations with some of the owners. Mr. Thorp asked us to determine if line shifts could be made to reduce the takings.

This has now been completed and the attached plans show the minimum right-of-way needed in blue and that thought to have been required but now not necessary in red.

Vesting deed and assessor's map to cover the Thompson property will be required.

Please review the required takings and if you wish any assistance in acquiring the parcel shown in blue please contact Mr. Wilson, 1058 W. Harvard, Roseburg, OR 97470, 672-6755.

These changes require that the project letting date be set back to January 1978. If the right-of-way is not cleared by that time the project will again be set back.

If we can explain or assist in any manner please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
GLEN L. CLARK
AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
OCT 11 1977
TAA ____
File: PM FA
LG OP

GLC/cao

cc: J.H. Versteeg
D.H. Moehring
Bill Brown
Virgil Wilso

8715

8

October 5, 1977

Board of County Commissioners
Curry County
Courthouse
Gold Beach, OR 97444

Attention: Bernard I. Mather
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 6248

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Old Coast Highway-Boat Basin Road Section of Lower Harbor Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8715

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 3, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Old Coast Highway-Boat Basin Road
Lower Harbor Road
Curry County

TO: Alfred Shirley
Region 3 Engineer

A revised construction and right-of-way centerline is shown in red on the enclosed prints of the subject project. This is the line as discussed with you. Right-of-way that is to be eliminated by the centerline revision is shown in red. One parcel of right-of-way that will be required is right of Stations 0+00 to 5+50± as shown in blue. Vesting deed and assessor's map to cover the Thompson property will be required.

The County has requested that the Highway Division write the descriptions and perform the negotiations. This project was scheduled for November 17, 1977, and will be delayed until a January 1978 bid opening or the right-of-way is cleared.

LKW:jh
Enclosure
cc: E. S. Hunter
J. B. Boyd
D. H. Moehring
L. K. Watson
Jack Sullivan

RECEIVED
TECHNICAL SERVICES
OCT 3 '77
REFER TO

FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
J. H. VERSTEEG

8715

**STATE OF OREGON** **INTEROFFICE MEMO**

8

TO: E. S. Hunter
Technical Services Engineer

DATE: September 21, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Old 101 to Boat Basin Road
Lower Harbor Road
Curry County

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 9-22-77

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 3: Alfred Shirley, Jr.
District 7: B. E. Brown
Region 3 Geologist: Elliott Parker
B. L. Gifford

S 715

Versteeg
Curry

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

September 21, 1977

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
3 Scott
Savage

RECEIVED
SEP 23 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Mr. John Thorp
County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

Dear Mr. Thorp:

Attached are six copies of the preliminary plans for your Safer Off-System Roads Project No. OS-0800 (1) Lower Harbor Road; Old Coast Highway-Tuttle Creek Section, for your use concerning utilities.

By a copy of this letter I am asking Mr. John Grassman, Regional Design Engineer, to review the right-of-way requirements for this project as discussed in your office September 20, 1977, in company with Mr. Virgil Wilson, Regional Right-of-Way Section. He will provide you with information justifying the size of the parcels required.

Please proceed to obtain the deeds to the properties involved so that descriptions of the required parcels can be prepared. Also, please indicate on the sample copy of the State-County Right-of-Way Agreement Form (left with you September 20, 1977) what State involvement you desire in the acquisition phase and return to Mr. Virgil Wilson, 1058 W. Harvard, 672-6755. Mr. Wilson will then make a "shotgun" estimate of the cost for such services to the County.

Mr. Jack Ayres, Regional Utility Engineer, is being advised of your work with the utilities involved and he may wish to "look over your shoulder" to acquaint himself with the project.

We are sorry to hear that you will be leaving the County Service October 1, 1977, but wish you good luck in private practice. It has been a pleasure to work with you in your relatively short tenure with Curry County.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

REFERRED TO
Beard Dorn
Cole Sample
Eriksen 1 Watson
Hager Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

GLC/cao
Encl.
cc: J.H. Versteeg ✓ John Grassman
D.H. Moehring Jack Ayres
Bill Brown Virgil Wilson

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 12, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Old Coast Highway-Tuttle Creek County Road (Lower Harbor Road) Curry County

TO: Glen Clark
Region 3 Federal Aid Engineer

Two sets of plans are enclosed with right-of-way shown colored in red and slope easements in blue. These are the areas that Doug Greene had outlined.

Two additional areas that need right-of-way are shown, Sta. 31 Lt., and a pipe location at Sta. 34+00 Lt.

Please review these requirements with the County Engineer, as we are proceeding with the plans.

ROSEBURG REGION
RECEIVED
1977
RE DE
LE
ENV FAE

LKW:az
cc: L. K. Watson

8715

Curry

Salem, Oregon
September 12, 1977

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

Old Coast Highway-Tuttle Creek
County Road (Lower Harbor Road)
Curry County

Glen Clark
Region 3 Federal Aid Engineer

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Two additional areas that need right-of-way are shown, Sta. 31 Lt., and a pipe location at Sta. 34+00 Lt.

Please review these requirements with the County Engineer, as we are proceeding with the plans.

LKW:az
cc: L. K. Watson

1 Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
SEP 12 1977
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8715

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 8, 1977

In reply refer to: HB.3/OR

SUBJECT: Oregon Project SOS-0800(-)
Old 101 to Boat Basin Road
Lower Harbor Rd.
Curry County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's August 9, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Koppen

for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg. 3, Engelmann)

RECEIVED
STATE HWY ENGR
SEP 13 '77

orig to

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Moehring
OS-0800(1)

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 6[illegible] 672-6658 PRO 6

September 1, 1977

Mr. John Thorp
County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

Dear Mr. Thorp:

This will acknowledge your letter of August 26, 1977, concerning our current cost estimate pertaining to your safer Off-System road program Lower Harbor Road Project No. OS-0800 (1).

The estimate was based on the fact that county supplied culverts and pipe was on hand and that some fill material was stockpiled. A check of the attached quanities will show only about half the necessary fill is in the stockpile.

This attached estimate was prepared in the field. Another estimate will be prepared when the final design nears completion.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
Encl.

cc: Hal Versteeg
D.H. Moehring ✓
Bill Brown

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ [✓ FAE ☐] OPE ☐
(H) SEP 2 1977
✓ TAA ________ File: PM FA LG OP

Mack Arch on the Curry Coast
COUNTY OF CURRY
ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, ORE. 97444

6558

August 26th, 1977

Mr. Glen L. Clark,
Regional Federal-Aid Engineer
State Dept. of Transportation
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Refer: Lower Harbor Road Project #0S-0800(1)

Dear Mr. Clark:

This is in reply to your letter of August 24th, 1977.

Does the $320,000 estimate recognize the facts that:

1. All culverts and perforated pipes are County furnished and on site.
2. All sub base, fill, is stockpiled on site?

Please furnish me a copy of the estimate and proceed with preparation of final plans.

Very truly tours,

John F Thorp
John F. Thorp, P.E.
County Engineer

JFT:be

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 3 SHEETS

Lower Harbor County Road #316
Curry County

LOCATION ESTIMATE

| ITEM # | ITEM | | QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 1. | Mobilization | Lump Sum | | 8% | 19,195.00 |
| 2. | Temporary Protection and Direction of Traffic | Lump Sum | | 2% other items | 4,800.00 |
| 3. | Temporary Signs | Sq. Ft. | 280 | 6.50 | 1,820.00 |
| 4. | Flagmen | hr. | 400 | 17.00 | 6,800.00 |
| 5. | Clearing and Grubbing | Lump Sum | | | 2,000.00 |
| 6. | Removal of Structures & Obstructions | Lump Sum | | | 1,000.00 |
| 7. | General Excavation | Cu. Yd. | 11,500 | 2.50 | 28,750.00 |
| 8. | Trench Excavation | Cu. Yd. | 1,375 | 8.00 | 11,000.00 |
| 9. | Finishing Roadbed & Slopes | Lump Sum | | | 1,500.00 |
| 10. | Watering | M. Gal. | 1600 | 6.00 | 9,600.00 |
| 11. | Grid Rolled Aggregate Base | cu. yd. | 8600 | 2.75 | 23,650.00 |

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 2 OF 3 SHEETS

| ITEM # | ITEM | UNIT | QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 12. | Aggregate Base | Ton | 6100 | 5.00 | 30,500.00 |
| 13. | Class "B" or "C" Asphalt Conc. Mixture 3" thick | Sq. Yd. | 22,100 | 3.25 | 71,825.00 |
| 14. | 12-inch CMP | Lin. Ft. | 400 | 2.25 | 900.00 |
| 15. | 18-inch CMP | Lin. Ft. | 600 | 2.50 | 1,500.00 |
| 16. | 24-inch CMP | Lin. Ft. | 100 | 2.75 | 275.00 |
| 17. | 36-inch CMP | Lin. Ft. | 100 | 10.00 | 1,000.00 |
| 18. | 18-inch Perforated CMP | Lin. Ft. | 2665 | 4.00 | 10,660.00 |
| 19. | Special Filter Material | Cu. Yd. | 800 | 12.00 | 9,600.00 |
| 20. | Concrete Inlets Type G-1 | EA. | 14 | 400.00 | 5,600.00 |
| 21. | Concrete Inlets Type G2MA | EA | 5 | 550.00 | 2,750.00 |
| 22. | Asphalt Curbs | Lin. Ft. | 9300 | 1.60 | 14,800.00 |
| 23. | Extra for Asphalt Approaches | EA | 22 | 125.00 | 2,750.00 |

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 3 OF 3 SHEETS

| ITEM # | ITEM | UNIT | QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|
| 24. | Adjust Manholes | EA | 10 | 150.00 | 1500.00 |
| 25. | Cap Inlet | EA | 1 | 150.00 | 150.00 |
| | | | | | $263,925.00 |
| | EXTRA ANTICIPATED ITEMS: | | | | |
| | Striping | | | | 1,000.00 |
| | Signing | | | | 2,000.00 |
| | Adjust Water Meters, Valves and Hydrants | | | | 1,000.00 |
| | Adjust Mailboxes | | | | 500.00 |
| | Const. Tees in 18" Perf. Pipe (14) | | | | 700.00 |
| | | | | | $269,125.00 |
| | Engr. & Cont. 20% | | | | 52,785.00 |
| | | | | | $321,910.00 |

8715

8

SUGGESTED REPLY
August 26, 1977

Russell P. Smith

This will acknowledge the receipt of a copy of your letter dated August 20 which you addressed to the Curry County Board of Commissioners regarding the proposed improvement of the Lower Harbor Road.

as/cw

8-29-77
not necessary
to send.
C.T. Kenney

RECEIVED
STATE HWY ENGR
AUG 29 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sgn | Act | File |
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|  |  |  |  |  |  |  |

Mrs. RICHARD M. SMITH
HARRIMAN ROUTE, BOX 8
KLAMATH FALLS, OREGON

August 20, 1977

To the Commissioners of Curry County
Curry County Courthouse
Gold Beach, Oregon 97444

Gentlemen:

As owners and Attorney-in-Fact for other owners of Tax Lots 3400, 3500 and 3600, and adjacent land located in Harbor, Oregon, we wish to record with you our protest regarding plans for the widening and realigning of Lower Harbor Road.

We discussed, in a letter dated June 14, 1977 and in a conference on August 17, 1977 with Mr. John F. Thorp, your County Engineer, our objections to the engineering map of the south end of the project. The map shows Tax Lot 3300 as crossing the present roadway, whereas reference to deed records to the lot will demonstrate that the property has as its east boundary the west boundary of the present County road. This indicates that, out of the many differing surveys that have been made of this area, one has been chosen that does not conform to the actual ownerships. Access to our property is affected by this error, which would result also in a serious encroachment on property owned by the Driftwood Trailer Retreat

We are also concerned about your plans for the continuation of the development from Lower Harbor Road up Benham Lane toward Highway 101. As owners of the land on which this portion of Benham Lane is located, and of land bordering it on the South, we wish to call your attention to the damage that any widening of the roadway will do to our property. The roadway was recently widened to a considerable extent and surfaced without our consent. We assume that you and the members of the Port Commission feel that improvements to the present access from Highway 101 to the Port are necessary, but feel that such improvements should not be made at the expense of property owners and taxpayers who are not benefited thereby.

Yours very truly,

Russell P Smith
Russell P. Smith, Owner

Martha D. Smith
Martha D. Smith, Owner and
Attorney-in-Fact for
Richard Geary
Dorothea Geary Yellott
Susan J. Geary
Dale Smith Forrest

cc: Oregon State Highway Department
Driftwood Trailer Court

HWY EN
AUG 23 '77
REFER TO Shirley
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  | ✓ |  |  |  |  |

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO 6

Mr. John F. Thorp
County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

August 24, 1977

Dear Mr. Thorp:

Our Salem office advises that the current estimate for your Safer Off-System Roads Program Project No. OS-0800 (1) Lower Harbor Road is $320,000.

In the event that this estimate proves correct, the county will have some $70,000 100% county funds involved, and 14% (local match requirement) of the maximum project allocation $250,000 or $35,000. Thus a total county involvement of $105,000.

Please consider this aspect and advise this office of the County's reaction to this possibility. We are proceeding with the project at this time.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☐ CFE ☐
AUG 25 1977
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GLC/cao

cc: J.H. Versteeg ✓
D.H. Moehring ✓
Bill Brown
Doug Greene

Moehring

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

August 5, 1977

FILE: PRO 6

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: Frank Terpin
Location Engineer
SALEM

SUBJECT: Transmittal of Location Data
Lower Harbor Road #816
Safer Off-System Roads Program
Project No. OS-0800(1)
Curry County

This project has been promised to the local residents by Curry County for construction this year.

In an effort to expedite the project Curry County accomplished a portion of the preliminary engineering phase. The balance of the preliminary engineering was paid for by the County and accomplished by the State. Federal Funds for the preliminary engineering phase were not requested to expedite the project.

Would you please give every consideration to the early processing of the location data submitted below. The Program Management Section has been asked to expedite the programming of the construction phase and to place the project on the letting schedule at todays schedule meeting.

The following data is attached:

1 - Roll cover sheet
1 - Roll typical sections
4 - Rolls detail map 1" = 50'
6 - Rolls x-sections plotted
1 - Roll finish (working profile)
1 - Roll 1" = 20' Sketch map. Intersection detail for drainage.
1 - Roll "A" Line finish profile
1 - Pad #1 - contents:
    Location Cost Estimate
    Pipe, Inlet & Trench Excavation Summary
    Traverse Sheets
    Surfacing Calculations
    List Temporary Signs
    Asphalt Summary
    Locating Engineers Statement
    Road Approach Summary
    Surface Area Comps.
    List of Conflicts - 3 pages
    Earthwork computations
1 - Pad #2 - contents:
    Field Data by Curry County

Rolls submitted under separate cover.

No R/W
No Hearing
Cat. 3, Non Major
No A-95
Assessment to FHWA 8/9/77
Recommend Nov. 17, '77
bid letting

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☑ FAE [✓ ☐] OPE ☐
AUG 8 1977
File: PM FA
LG OP

cc TAA Swan

Please schedule for Nov 77. See attached correspondence etc to 8-26-77

GLC/dd
Attach.

cc: J. H. Versteeg
D. H. Moehring
Bill Brown
Doug Greene

PROGRAM MANAGEMENT OFFICE MEMO

Date 8-~~24~~ 26-77

Subject Lower Harbor Rd File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Duane Christensen Phone 6558

Reason for contact and general discussion:

Has staff working on this project for Nov letting. Apparently Hal promised. May not make it

Told him we would schedule for Nov for now

Signature S Kimes

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Moehring

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
August 22, 1977

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Lower Harbor Road
Curry County Off-System Project
Project No. OS-0800(1)

TO: MEMO TO FILE

This is to advise all interested sections that Curry County wishes to proceed with the subject project as outlined in my letter dated August 16, 1977, to Mr. Thorp, County Engineer.

Mr. Thorp visited this office and was advised that the Final Design Section would proceed with the plans and specifications and that Program Management would proceed with preparation of the Construction-Finance Agreement.

One unresolved item is the right of way needed for the project. Mr. Thorp stated that he had one signature to get and that the last obstacle in another file was explaining a "no man's land" to one couple.

GC/slc

cc J.H. Versteeg
D.H. Moehring ✓
Bill Brown
Frank Morrison

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
AUG 24 1977
File: PM FA
TAA ______ LG OP

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3 672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~

August 16, 1977

Mr. John Thorp
County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

Dear Mr. Thorp:

This is to bring you up to date on the status of your Off-System Roads project on Lower Harbor Road. We are having difficulty scheduling the work in our Salem Engineering Section of which you need to be advised.

The field work has been completed and is now awaiting allocation of designers in the Final Design Section. I am advised that the very earliest that the contract plans could be completed would be September 15, 1977. The specifications would take two weeks and with the advertising for bids of three weeks, the earliest bid letting schedule would be November 17, 1977.

I have advised our Salem office of your commitments to have this project under contract this year. As I recall, you stated that you intended to have it under construction this construction season.

The funds for constructing this project as part of the Off-System Program is assured if you can wait for a November bid letting. The earliest that contract plans will be available is September 15, 1977. In any event, this may be too late for construction this year.

Please advise if you can accept the above timetable which will assure construction with federal-aid in the summer of 1978.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark
By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc J.H. Versteeg
D.H. Moehring
Bill Brown

The schedule outlined
is disappointing but
acceptable. Please
proceed as rapidly
as possible.
Construction should
be completed by 7-15-78
if at all possible
John F Thorp P.E.

PROGRAM MANAGEMENT OFFICE MEMO

Date 8-11-77

Subject Lower Harbor Rd., SOS, Curry Co. File No. 05-0800(1)

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Glen Clark, Roseburg Phone 672-6658

Reason for contact and general discussion: Told Glen that Nov. letting was out, Dec. letting could be a possibility, Jan. was the most suitable. Also discussed the complications of a winter project. Glen will discuss it with his people and the county and get back to us.

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

PROGRAM MANAGEMENT OFFICE MEMO

Date 8-11-77

Subject

File No.

Received (call) (~~visit~~) from Duane Christensen

Address

Made (call) (visit) to

Phone 6558

Reason for contact and general discussion:

Curry Co Off-system Lower Harbor To his office 8-8-77

Can't make Nov letting

Recommends Jan - Can Winter const be done?

Very difficult to make Dec - Just 1 Mo for drafting room

May affect his previous commitments

Do we have prefix yet?

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

7 15

**OREGON STATE HIGHWAY DIVISION**

Form A-151—(11-71)
SP*67808-734

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

**Address invoice to:** Curry County Bd. of Commissioners
Curry County Courthouse
Gold Beach, OR 97444

**Attention of** Mr. John F. Thorp
County Engineer

**Request No.** (assigned by staff engineer or head of section) CC 1738

**Date** July 14, 1977

**Payer's Order No.** (if any)

**Highway Div. Order No.** (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Cancel
Accounting is
responsible for all
1-82

**Itemized Statement:** Advance Deposit P.E. $7,850

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the P.E. for the Old Coast Hwy.-Boat Basin Road Section, Lower Harbor Road. OFF SYSTEM PROJECT | $6,350 | |
| | | To be retained | | $1,500 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $7,850

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

**Credit distribution:**
8-8201

**Submitted by:** Harold Reynoldson
Harold Reynoldson

**Approved:**
Regional Engineer

**Approved:**
for Gerald W. Wimer
Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

7715

8

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

## Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

## Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

## Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Cqquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

# SUMMARY

## PROPOSED SAFER OFF-SYSTEM ROADS PROJECTS

### PORTLAND URBANIZED AREA

| Jurisdiction | Section | Total Cost | Federal Funds | Local Share |
|---|---|---|---|---|
| CLACKAMAS CO | River Road-Pacific Hwy. East Vineyard Road | $ 82,000 | $ 64,500 | $17,500 |
| CLACKAMAS CO. | River Road-Pacific Hwy. East Naef Road | 74,000 | 63,640 | 10,360 |
| CLACKAMAS CO. | River Road-Rose Lane Boardman Avenue | 85,000 | 64,500 | 20,500 |
| | TOTAL PORTLAND PROJECTS | $241,000 | $192,640 | $48,360 |
| Small Cities | | | | |
| BROWNSVILLE | Halsey-Sweet Home Hwy-Kisling Avenue, Washburn Street | $100,000 | $ 64,500 | $35,500 |
| COLUMBIA CITY | West City Limits-Cal N Street and "E" Street-"H" Street, 6th St. | 70,000 | 60,200 | 9,800 |
| DUFUR | Various City Streets | 100,000 | 64,500 | 35,500 |
| HALFWAY | Various City Streets | 100,000 | 64,500 | 35,500 |
| HARRISBURG | Various City Streets | 83,000 | 64,500 | 18,500 |
| HOOD RIVER | Sherman Avenue-May Street, Serpentine Road, Eugene St. & 4th Street | 100,000 | 64,500 | 35,500 |
| MOLALLA | Shirley Street-Woodburn-Estacada Highway, Cole Street | 76,000 | 64,500 | 11,500 |
| NYSSA | 9th Street-3rd Street, Commercial Avenue | 83,000 | 64,500 | 18,500 |
| OAKLAND | Cedar Street-Oak Street, 6th St. | 75,000 | 64,500 | 10,500 |
| PRAIRIE CITY | Various City Streets | 100,000 | 64,500 | 35,500 |
| SCAPPOOSE | S.E. Elm Ave.-Scappoose High Sch. S.E. 6th Street | 75,000 | 64,500 | 10,500 |
| STAYTON | Shaff Road-Washington Street, Gardner Road | 100,000 | 64,500 | 35,500 |
| SUTHERLIN | N.E. 2nd Avenue-N.E. Central Ave., N.E. Umatilla Street | 42,000 | 36,120 | 5,880 |
| | TOTAL SMALL CITIES PROJECTS | $1,104,000 | $805,820 | $298,180 |

Counties and Road Districts

| | | | | |
|---|---|---|---|---|
| COLUMBIA CO. | Clatskanie Slough (Erickson) Bridge, Erickson Road | $ 225,000 | $ 193,500 | $ 31,500 |
| COOS CO. | South Fork Coquille R. (Gaylord) Bridge, Gaylord Road | 300,000 | 215,000 | 85,000 |
| CURRY CO. | Old Coast Highway-Boat Basin Rd., Lower Harbor Road | 258,000 | 215,000 | 43,000 |
| DESCHUTES CO. | Ferguson Road-Tekampe Road, Knott Road | 450,000 | 215,000 | 235,000 |
| DESCHUTES CO. ROAD DISTRICT | Spring River Road-Elsinore Road Stellar Road, and Spring River Rd., Pasadena Road, Solar Drive | 75,000 | 64,500 | 10,500 |
| HARNEY CO. | Silvies River (Stancliffe) Bridge County Road No. 616 | 150,000 | 129,000 | 21,000 |
| JACKSON CO. | Airport Ditch Bridge, Airport Road | 140,000 | 120,400 | 19,600 |
| JOSEPHINE CO. | Grandview Avenue at Cloverlawn Drive | 100,000 | 86,000 | 14,000 |
| LINCOLN CO. | Fall Creek Falls-Alsea Highway Fall Creek Road | 250,000 | 215,000 | 35,000 |
| MALHEUR CO. | Jordan Creek Bridge Jaca Road | 151,000 | 129,860 | 21,140 |
| UMATILLA CO. | Birch Creek (Sparks) Bridge Canyon Road | 100,000 | 86,000 | 14,000 |
| UNION CO. | Five Points Creek Bridge Hilgard Road | 250,000 | 215,000 | 35,000 |
| | TOTAL COUNTIES & ROAD DISTRICT PROJECTS | $2,449,000 | $1,884,260 | $564,740 |
| | TOTAL SOS-R PROJECTS | $3,794,000 | $2,882,720 | $911,280 |

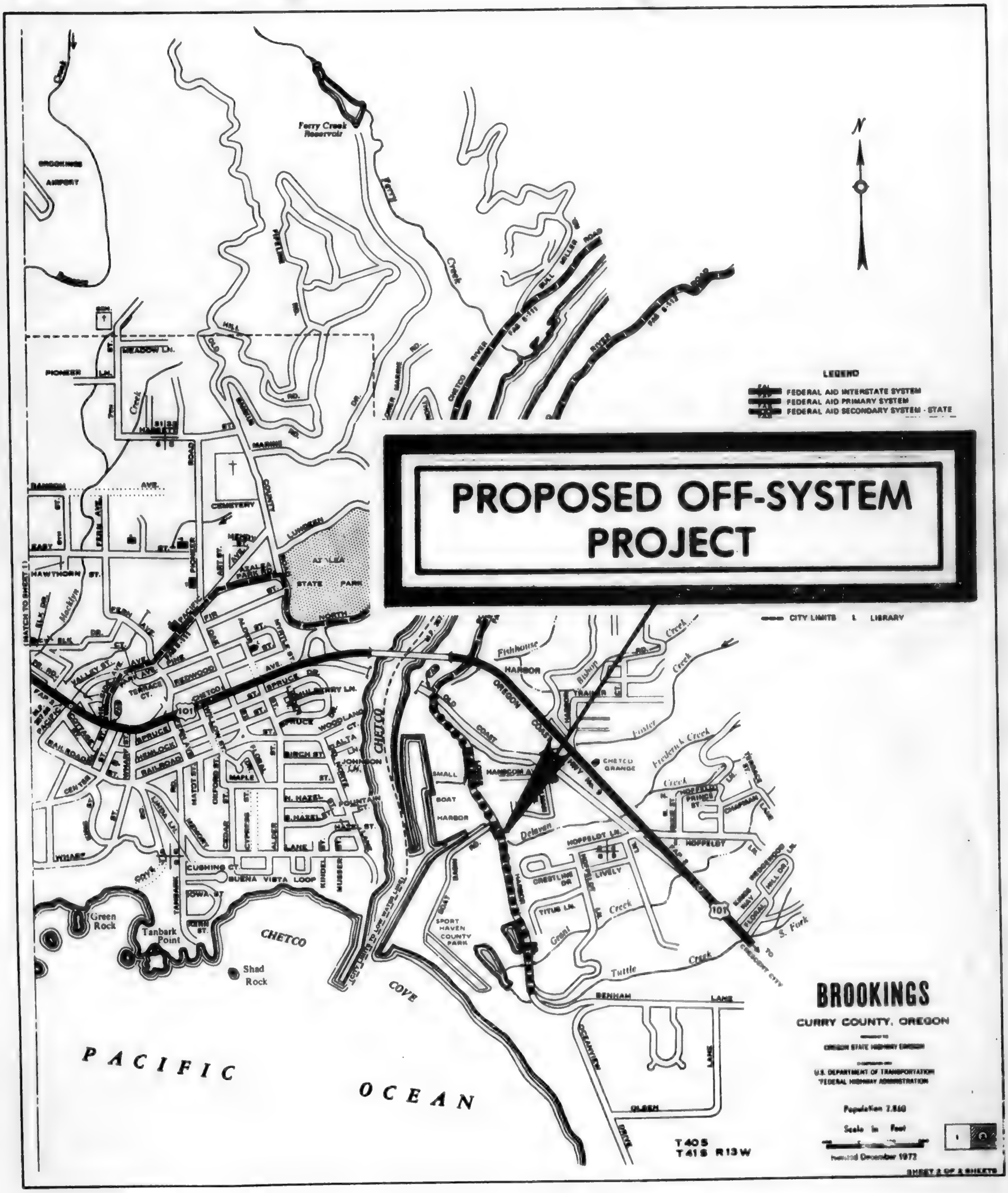
CURRY COUNTY
Proposed SOS-R Project

Old Coast Highway-Boat Basin Road Section
Lower Harbor Road
Grade and Pave
0.87 miles
$258,000

This project consists of widening Lower Harbor Road to a 38-foot curbed section to accommodate two travel lanes and parking on one side. The intersection at Old Coast Highway will be rebuilt to meet current traffic movements.

County will perform preliminary and construction engineering.

77-a
7/5/77



PROPOSED OFF-SYSTEM PROJECT

Ferry Creek Reservoir
BROOKINGS AIRPORT
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
CITY LIMITS
LIBRARY
MEADOW LN.
PIONEER LN.
HARRIS ST.
MARINE DR.
CEMETERY
HAWTHORN ST.
AZALEA STATE PARK
FERN AVE.
SPRUCE
HEMLOCK
RAILROAD
CHETCO
REDWOOD
MAPLE
BIRCH ST.
JOHNSON LN.
N. HAZEL
S. HAZEL
LANE
WHARF
CUSHING CT.
BUENA VISTA LOOP
IOWA ST.
KERN ST.
Green Rock
Tanbark Point
Shad Rock
CHETCO COVE
PACIFIC OCEAN
101
Fishhouse Creek
HARBOR
OREGON COAST HWY NO. 9
CHETCO GRANGE
Frederick Creek
Foster Creek
SMALL BOAT HARBOR
HANSCOM AVE.
Delaven Creek
HOPFELDT LN.
CRESTLINE DR.
LIVELY
TITUS LN.
Grant Creek
Tuttle Creek
S. Fork
SPORT HAVEN COUNTY PARK
BENHAM LANE
OCEANVIEW DR.
OLSEN
TO CRESCENT CITY
T40S
T41S R13W
BROOKINGS
CURRY COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 2,860
Scale in Feet
Revised December 1972
SHEET 2 OF 2 SHEETS

Moehring

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~[illegible]~~ 672-6658

PRO 6

June 23, 1977

Mr. John F. Thorp
County Engineer
Curry County
Courthouse
Gold Beach, OR 97444

Dear Mr. Thorp:

This will acknowledge receipt of warrant number 4979 dated 6/22/77 in the amount of $7,850 as an advance deposit for performing preliminary engineering on your Safer Off-System Roads Program Project on Lower Harbor Road in Curry County.

By a copy of this letter, I am forwarding it to Mr. Skoog, Controller, for routine handling.

I have contacted both Mr. Morrison and Mr. Green and advised them of receipt of the warrant. Mr. Greene is contacting Mr. Morrison and arranging to meet with you on Monday, June 27, 1977.

Please work with Mr. Greene in matters pertaining to the preliminary engineering. I am asking the Program Management Section to continue to process this project towards federal participation in the construction phase. When additional information is available pertaining to federal funding, you will be advised.

PROJECT MANAGEMENT
JUN 27 '77
REFER TO:
Swan

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

P.E. = 100%
County funds
cc-1738

Very truly yours,

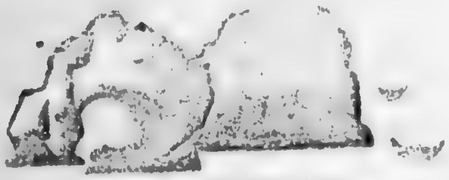
ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc D.H. Moehring ✓
V.E. Skoog
Bill Brown
Doug Greene



[illegible]

ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, ORE. 97444

June 22, 1977

Mr. Glen L. Clark,
Regional Federal-Aid Engineer
State Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

The proposed engineering, outlined in your letter of June 21, 1977 to me, has been reviewed and accepted by the Board of Commissioners. A warrant for $7,850 in payment of engineering necessary to prepare contract plans, specifications and estimates is enclosed.

As soon as possible - as we had discussed - I would like to meet with Mr. Greene, on site, and go over this project with him.

Sincerely,

John F Thorp
JOHN F. THORP, P.E.
County Engineer

JFT:be

Enc.

P.S. I understand that the $7,850.00 amount is not final but is only an estimate.
JFT

Monday ok.
Friday AM

TO THE TREASURER OF CURRY COUNTY
GOLD BEACH, OREGON 97444

PAY TO THE ORDER OF:

OREGON STATE HIGHWAY DIVISION
REGION 3
P O BOX # 1128
ROSEBURG, OR 97470

| DATE | WARRANT NO. | AMOUNT |
|---|---|---|
| 6/22/77 | 4,979 | $*******7,850.00* |

FROM THE GENERAL ROAD FUND
BY ORDER OF THE COUNTY COMMISSIONERS

Maria Burnett Deputy
BERNARD I. MATHER COUNTY CLERK

⑆1232⑈0177⑆

Form E-180—3M—12-64

Oregon State Highway Department

# Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Curry County
P.O. Box 746
Gold Beach, OR 97444

Order No. 3-116

Date June 23, 1977

By: John F. Thorp

County Engineer
(Official Capacity)

Prefix and account number to which work is to be charged 8-8201

Description and Location of Work To Be Performed or Materials To Be Furnished:

Provide preliminary engineering services to Curry County to assist them in the preparation of plans and specifications to rebuild and upgrade Lower Harbor Road, County Road No. 816.

Estimate of Quantities and Cost

| | |
|---|---|
| Field | $5,000 |
| Final Design | 2,850 |
| TOTAL | $ 7,850 |

Basis of Payment:
- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ $7,850

Deposit received by Secretary on

Authority from Requisitionist:
- ☐ Agreement dated
- ☒ Letter to G. Clark date June 22, 1977
- ☐ Oral request to date

Department Authority:
- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☒ Head of department issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing Frank MOrrison, Residen t Engineer

Record of billing requests:

| | | | |
|---|---|---|---|
| Number . . . | | | |
| Date . . . . | | | |
| Amount . . . | | | |

Order prepared by Region III, Highway ~~Department~~ Division

Signed John E. Christopher

Region Office Engr

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F180

3M—12-64

Oregon State Highway Department

# Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Curry County
P.O. Box 746
Gold Beach, OR 97444

Order No. 3-116

Date June 23, 1977

By: John F. Thorp

Prefix and account number to which work is to be charged 8-8201

County Engineer
(Official Capacity)

OFF SYSTEM Project

Description and Location of Work To Be Performed or Materials To Be Furnished:

Provide preliminary engineering services to Curry County to assist them in the preparation of plans and specifications to rebuild and upgrade Lower Harbor Road, County Road No. 816.

Old Coast Hwy - Tuttle Creek Section

Estimate of Quantities and Cost

| | |
|---|---|
| Field | $5,000 |
| Final Design | 2,850 |
| TOTAL | $ 7,850 |

Basis of Payment:

☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $ $7,850

Deposit received by Secretary on

Authority from Requisitionist:

☐ Agreement dated
☒ Letter to G. Clark, date June 22, 1977
☐ Oral request to , date

Department Authority:

☐ Order of Highway Commission
☐ Order of State Highway Engineer
☒ Head of department issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing Frank MOrrison, Residen t Engineer

Record of billing requests:

| | | | |
|---|---|---|---|
| Number . . . | | | |
| Date . . . | | | |
| Amount . . . | | | |

Order prepared by Region III, Highway ~~Department~~ Division

Signed John E. Christopher

Region Office Engr.

**Instructions:** Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP•F190

C.C. J.H. Versteeg
Gary Potter
Dick Lentz
P.L. Carstensen
Cliff Laux
C.J. Gregg

Terpin

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6641~~ 672-6658

PRO 6

June 21, 1977

Mr. John F. Thorp
County Engineer
Courthouse
P.O. Box 746
Gold Beach, OR 97444

This letter is to confirm our telephone conversation 6/20/77 concerning preliminary engineering in regard to your Safer Off-System Roads Program project on Lower Harbor Road.

In an effort to allow construction this year, Curry County wishes to immediately complete the preliminary engineering phase at County cost. The time delay in receiving the federal allocation, programming federal funds with FHWA, etc., motivated this decision. You may wish to prorgram the construction phase with SOSR funds.

You were advised that Mr. Frank Morrison, Resident Engineer, Coquille, could not accomplish the requested completion of the PE started by Curry County. Mr. Doug Greene, Resident Engineer in Eugene (1849 1/2 Garden Ave., phone 686-7610), can undertake this project immediately.

We have made an estimate of the cost to prepare contract plans, specifications and estimates by Mr. Greene and our final design section in Salem. This estimate is based on your supplying any requested field data.

Please forward a check for $7,850 to this office as an advance deposit. Mr. Morrison and Mr. Greene are asked to arrange a meeting with you as soon as possible to review the location in the field.

Mr. Christopherson, Regional Office Engineer, is asked to prepare an Order to Render Service and obtain a prefix by telephone.

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
JUN 22 1977
LOCATION SECTION

REFERRED Wills
By Location Engineer

NOTED
G. C. WILLS

GC/slc
cc J.H. Versteeg
F.E. Terpin
B.E. Brown
D. Greene
F. Morrison
B. Anhorn
J. Christopherson

SOSR
Rulier
Curry County

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6541

PRO 6

October 29, 1976

Mr. John F. Thorp
County Engineer
Road Department
Curry County Courthouse
Gold Beach, OR 97444

Dear Mr. Thorp:

This will acknowledge your letter of October 22, 1976, returning a signed Safer Off-System Road Program project on Lower Harbor Road, an organizational chart, resume's on the experience of your staff, and an A-95 review form.

The application will again be forwarded to the Program Management Section for review and placement on the waiting list.

We would like to bring to your attention that the Highway Division is responsible for initiation of the A-95 review process for all projects administered by the Division. The responces must be directed to us and included in our programming package to the Federal Highway Administration. Thus, a duplication of effort exists when the County distributes the review. Also, in this case, no funds have been appropriated making the review process premature.

In reviewing Curry County's qualifications, we see no problem with preliminary engineering, but we require Highway Division trained inspectors during the construction phase. Such training is available each year in late winter, usually in Roseburg. To date, such schools have been two weeks in length and provided without charge.

(continued)

RECEIVED
COUNTY & CITY SECTION
NOV ? - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

PROJECT MANAGEMENT
NOV -3 '76
REFER TO
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | ✓ | | | |

The cross-section with parking on one side should be revised to 10' minimum for parking, two 12' travelled lanes and a 4' shoulder. Thus, your 38' curb to curb width will be acceptable. We would hope that as you develop this project (after Commission approval, funds become available and FHWA approval), that P.C.C. curbs can be provided within the $250,000 project limitation.

In any event, when we come closer to an actual project, meetings will be necessary to apprize you of our engineering requirements. At that time, you can decide one way or the other whether you wish to "tackle" the engineering or not.

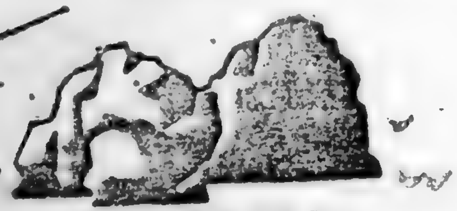
Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
Bill Brown
Frank Morrison



Mack Arch on the Curry Coast
COUNTY OF CURRY
ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, ORE. 97444

October 22, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
Region 3
P. O. Box 1128
Roseburg, OR 97470

Attention: Mr. Glen L. Clark
Regional Federal-Aid Engineer

Dear Mr. Clark:

With reference to our application for Federal-Aid (FA-S.O.S.R) funds for Lower Harbor Road, and your letter of October 18, 1976, the shoulder widths were selected on the following basis:

The area served is essentially a terminal destination where people will want to park and visit the recreational and commercial facilities to be provided. We will prohibit parking on the southeasterly side of the road where the six foot shoulder is provided, solely to allow additional room to get by any disabled vehicles.

Parking may be allowed along the eight foot wide shoulder where direct access to the Port development area may be had without pedestrian interference with vehicular traffic.

Asphalt curbs were selected primarily on the basis of costs. Too, we note the extensive use of these curbs by the United States Forest Service on the Agness-Gold Beach Road where heavy truck traffic occurs.

Too, it has been my experience in 18 years of design and construction of Park roads that proper asphalt concrete mix design and control of curb placement result in curbs with a good resistance to damage. Admitedly, not as good as Portland Cement Concrete, but acceptable where wheel impact at only a small angle is anticipated.

If you decide that Portland Cement Concrete curbs must be used the estimated cost of the project should be raised by $13,500. (A.C. curbs @ $2.00 vs P.C.C. @ $3.50 for 9000 lineal feet estimated length).

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COUNTY & CITY SECTION
NOV 3 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

In your letter of October 5, 1976 you asked for an organization chart and resumes of the County Road Department. This information is enclosed, as is one set of preliminary plans for the subject project prepared by this department.

We appreciate your help in getting this project-aid application moving. The labyrinths of Federal-Aid are complex indeed to our inexperience.

Sincerely,

John F Thorp

John F. Thorp,
County Engineer

JFT:nmg
cc: Board of Commissioners

encls. 3

# FEDERAL AID PROJECT REQUEST

Date 9-14-76

Applicant Agency County of Curry

Request for: Off-System X , FAS-C____, FAUS____ Project

Federal Aid Route No.______ Route Name______

Project Name Lower Harbor Road, County Road # 816

Project Length 4600 Feet Project Location (Attach sketch map)

Project Description Rebuild road to meet current traffic needs by installing subdrainage, crossdrainage, raising grade to meet contiguous filled area, A.C. paving, and curbing to control parking and access. Also rebuild intersection at Old 101 to meet current traffic movements.

Average Daily Traffic 4000 Design Speed 35 M.P.H.

Complete Applicable Sections:

## I. ROADWAY DATA

505-0800( )

1. Existing Roadway: (Attach sketch)

Width 19' Travel Lanes two Shoulders none

Medians none Parking uncontrolled

Sidewalks none

Remarks______

2. Desired Roadway Cross Section: (Attach sketch)

Width 38 Travel Lanes 12 Shoulders 6' & 8'

Medians none Parking off street

Curbed 8" A.C. Length Curb Radii 12.5

Sidewalk/Bikeway none

Remarks______

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 110'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes______ No X

3. Will additional right-of-way be needed? Yes______ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes______ No______
Remarks______

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location

None

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COUNTY & CITY SECTION
NOV 3 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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COUNTY & CITY SECTION
OCT 7 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Intermittent area lighting by utility company.

2. **Proposed Illumination:**

Location None associated with project.

Type

Remarks

## V. STRUCTURE DATA

1. **Existing Structure:**

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: ______

Are any utilities to be attached to structure? ______

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

Remarks ______

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______
   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? N.A.

   Remarks ______

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Curry County Planning Department Director - Curtis Brown
   Office
2. Environmental — Curry County Environmental Sanitarian E.A. Henderson
   Office
3. Public Hearing — Curry County Planning Dept. Director - Curtis Brown
   Office

Remarks ______

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant X State __________ Consultant __________

3. Will applicant perform any work prior to or after award of contract?

Yes X No __________

If "yes," describe briefly: Prior stockpiling of material for filling road bed area to finish subgrade elevation.

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 258,000.00 |
| Right-of-way costs (if participating) | None |
| Traffic control | " |
| Illumination | " |
| Structures | " |
| Railroad | " |
| Other | |
| Preliminary engineering | included |
| PROJECT TOTAL | $ 258,000.00 |

Remarks "Roadway Work" cost includes construction engineering costs.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Curry COUNTY

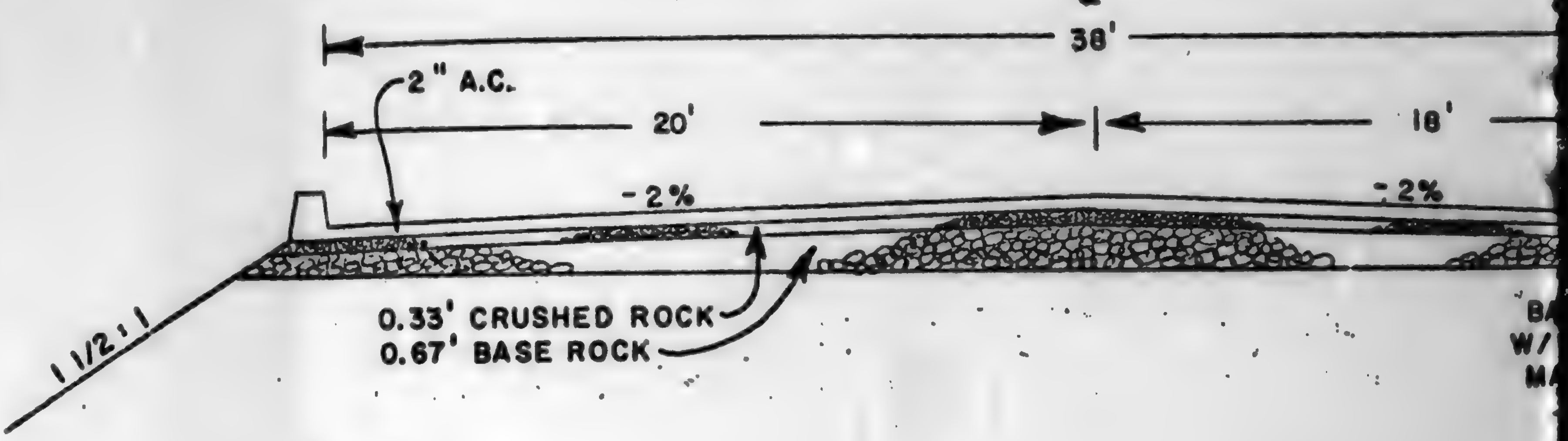
By __________ By Jack R Waldie

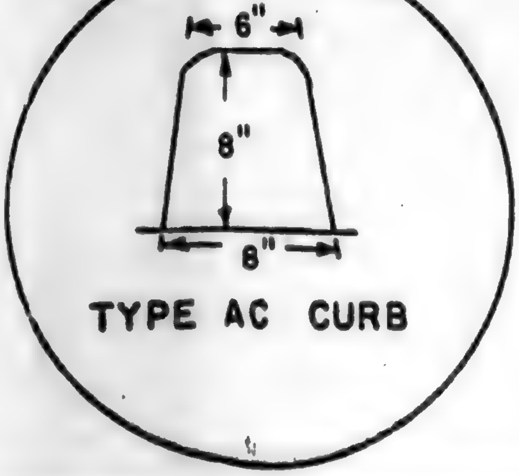
By __________ By __________

By __________

# TYPICAL SECTION
## LOWER HARBOR COUNTY ROAD #816
SECS. 5 & 8, TWP. 41 S., R.13 W., W.M., CURRY COUNTY, OR

NO SCALE SEPTEMBER

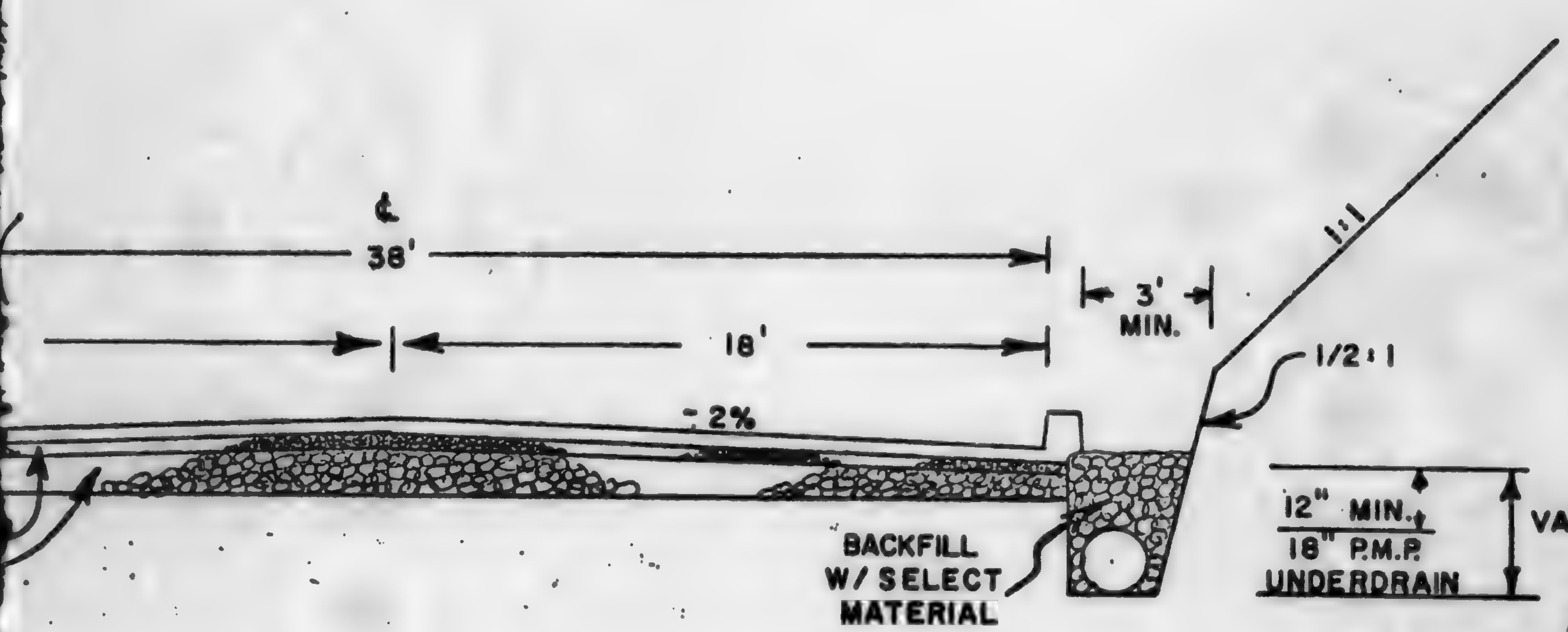

℄
38'
2" A.C.
20'
18'
-2%
-2%
0.33' CRUSHED ROCK
0.67' BASE ROCK
1 1/2:1
BA
W/
MA



TYPE AC CURB

## TYPICAL SECTION

WER HARBOR COUNTY ROAD #816
TWP. 41 S., R.13 W., W.M., CURRY COUNTY, OREGON
SEPTEMBER 1976



℄
38'
3' MIN.
18'
1:1
1/2:1
-2%
BACKFILL W/ SELECT MATERIAL
12" MIN.
18" P.M.P. UNDERDRAIN
VARIES

Rulien OTC SOR

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

October 18, 1976

Mr. John F. Thorp
County Engineer
Curry County
P.O. Box 746
Gold Beach, OR 97444

Dear Mr. Thorp:

We are returning your Safer Off-System Roads Program application for signatures by the Curry County Commissioners. The fact that it was unsigned was overlooked in the first go-around.

Also, we need additional information clarifying the 6' shoulders on one side, and 8' on the other. Please prepare a short narrative explaining this facit of your proposal.

Also, please make a case for the AC curbs. Our experience has been that in a short time, they become damaged and unsightly.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

Encl.

cc: L.W. Rulien
George Wills
Bill Brown
Frank Morrison

RECEIVED
COUNTY & CITY SECTION
OCT 21 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ RE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

PROJECT [illegible]

OCT 20 '76

REFER TO:

FOR

| Info | Investigate | R/D | Action | File | Letter |
|---|---|---|---|---|---|
|  |  |  |  |  |  |

# LOWER HARBOR

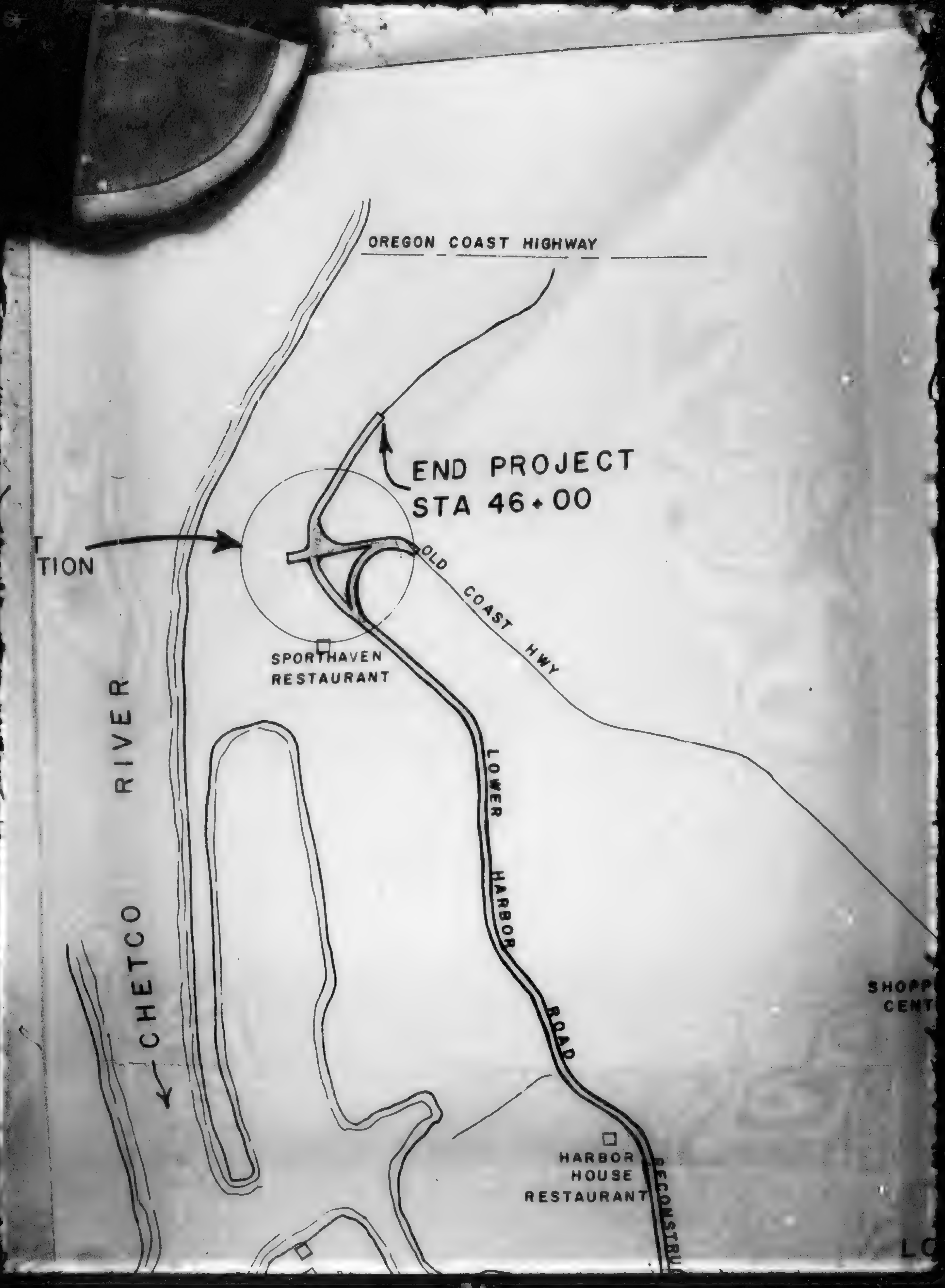
REALIGNMENT, WIDE
SECTIONS 5&8, T
WILLAMETTE
CURRY COUNTY,

VICINITY MAP

# OUNTY ROAD #816

NG AND PAVING
41S., R.13W.,
RIDIAN,
EGON

RECONSTRUCT
INTERSECTION


OREGON COAST HIGHWAY
END PROJECT
STA 46+00
T
TION
OLD COAST HWY
SPORTHAVEN
RESTAURANT
CHETCO RIVER
LOWER HARBOR ROAD
SHOPP
CENT
HARBOR
HOUSE
RESTAURANT
RECONSTRU
LO

| DATE | SYM | REVISION RECORD | AUTH | DR | CK. |
|---|---|---|---|---|---|
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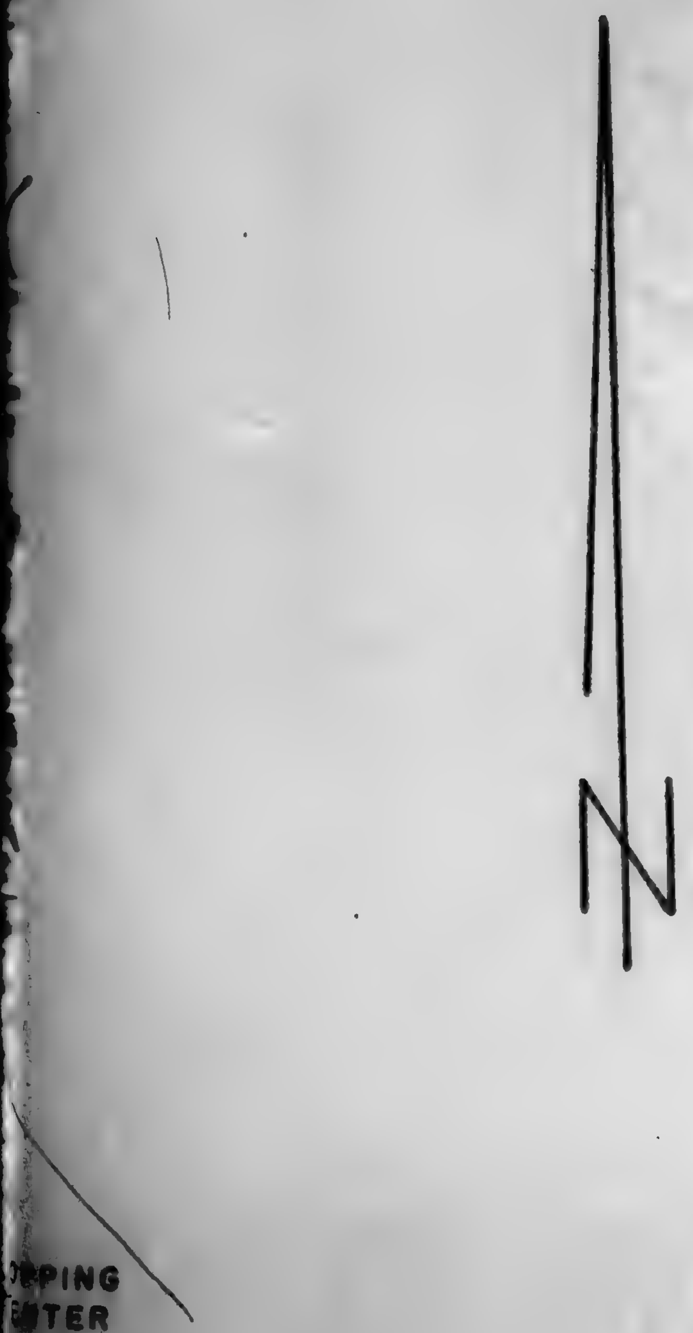
N
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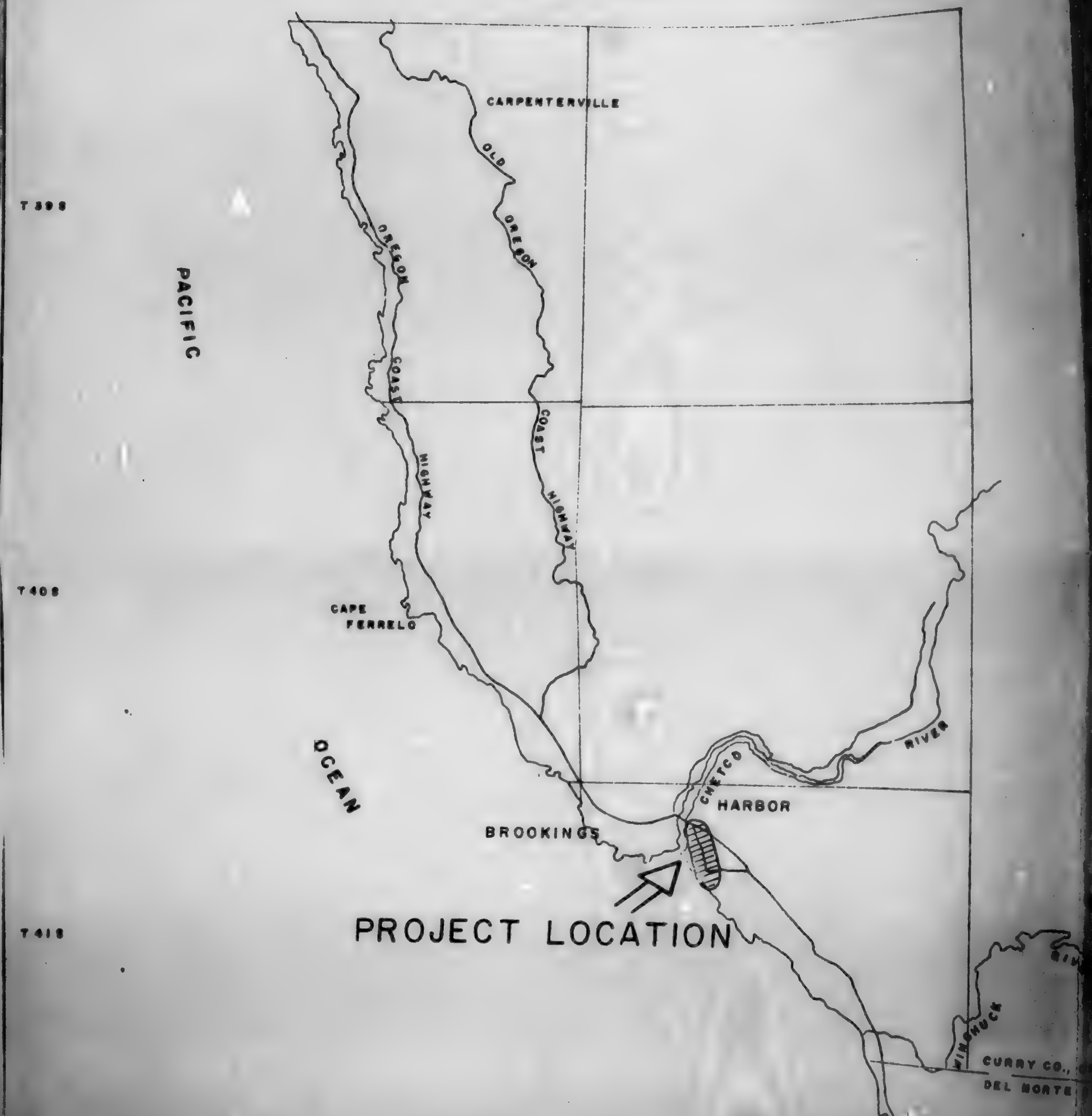
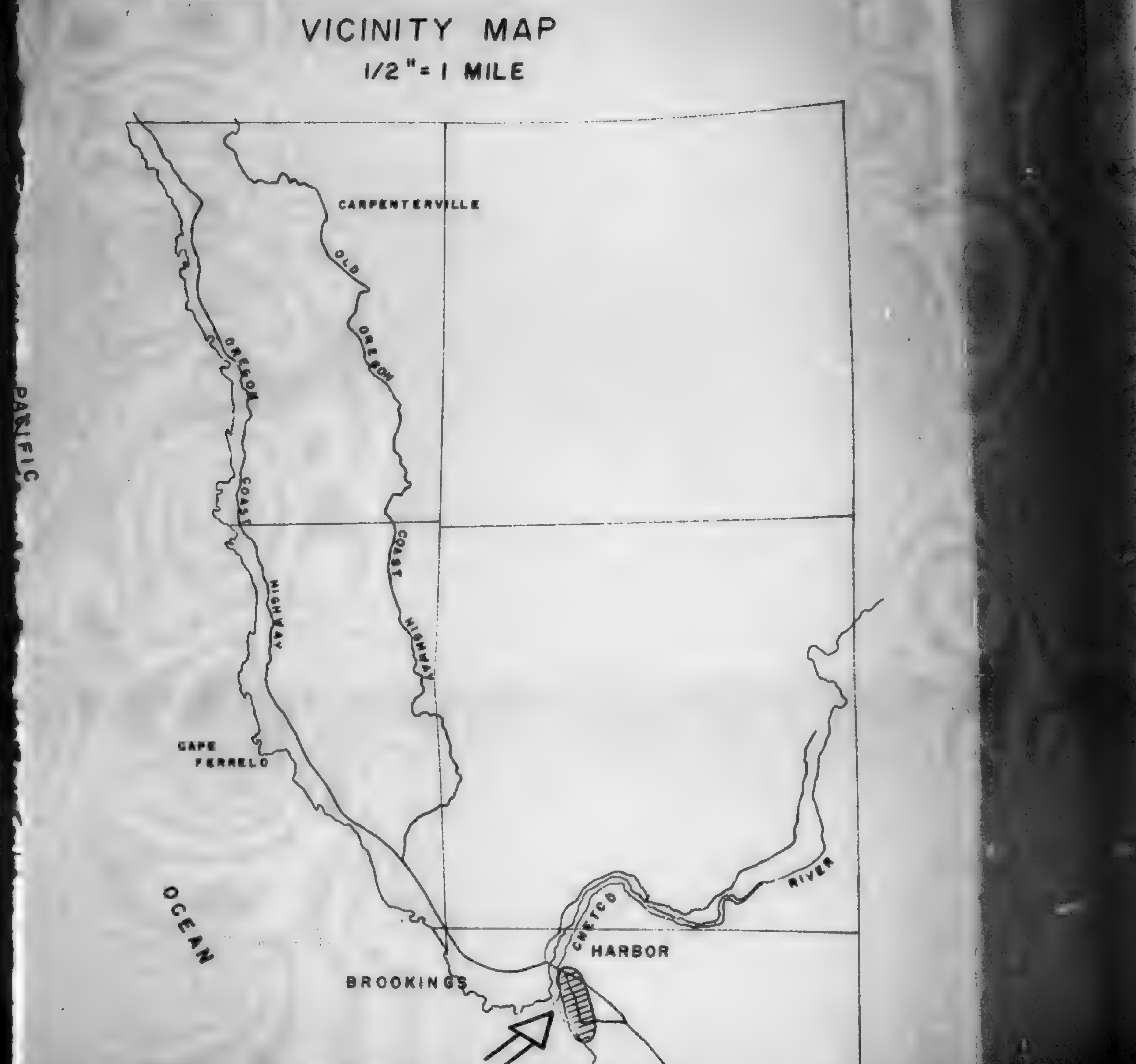
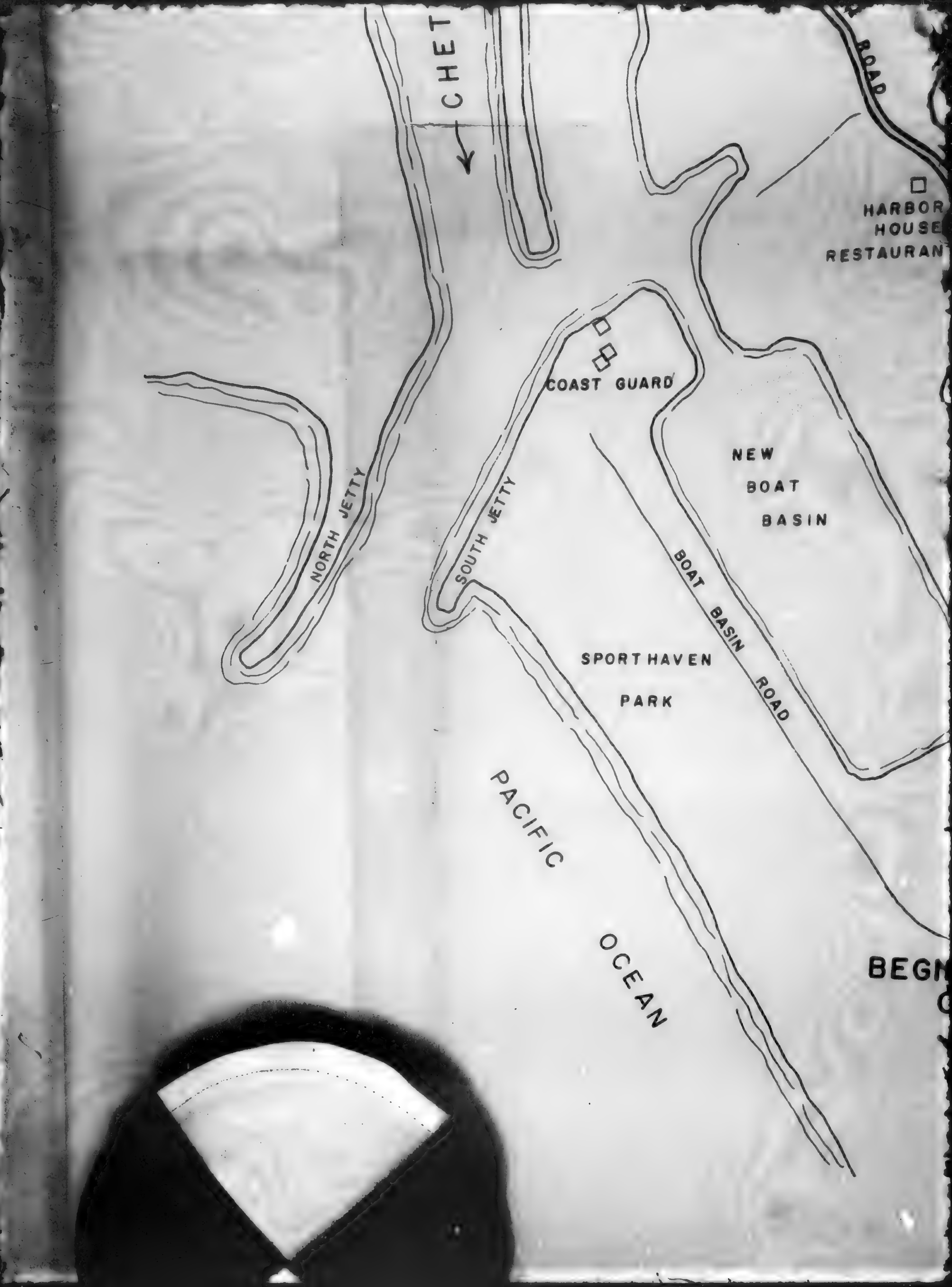
LOCATION MAP

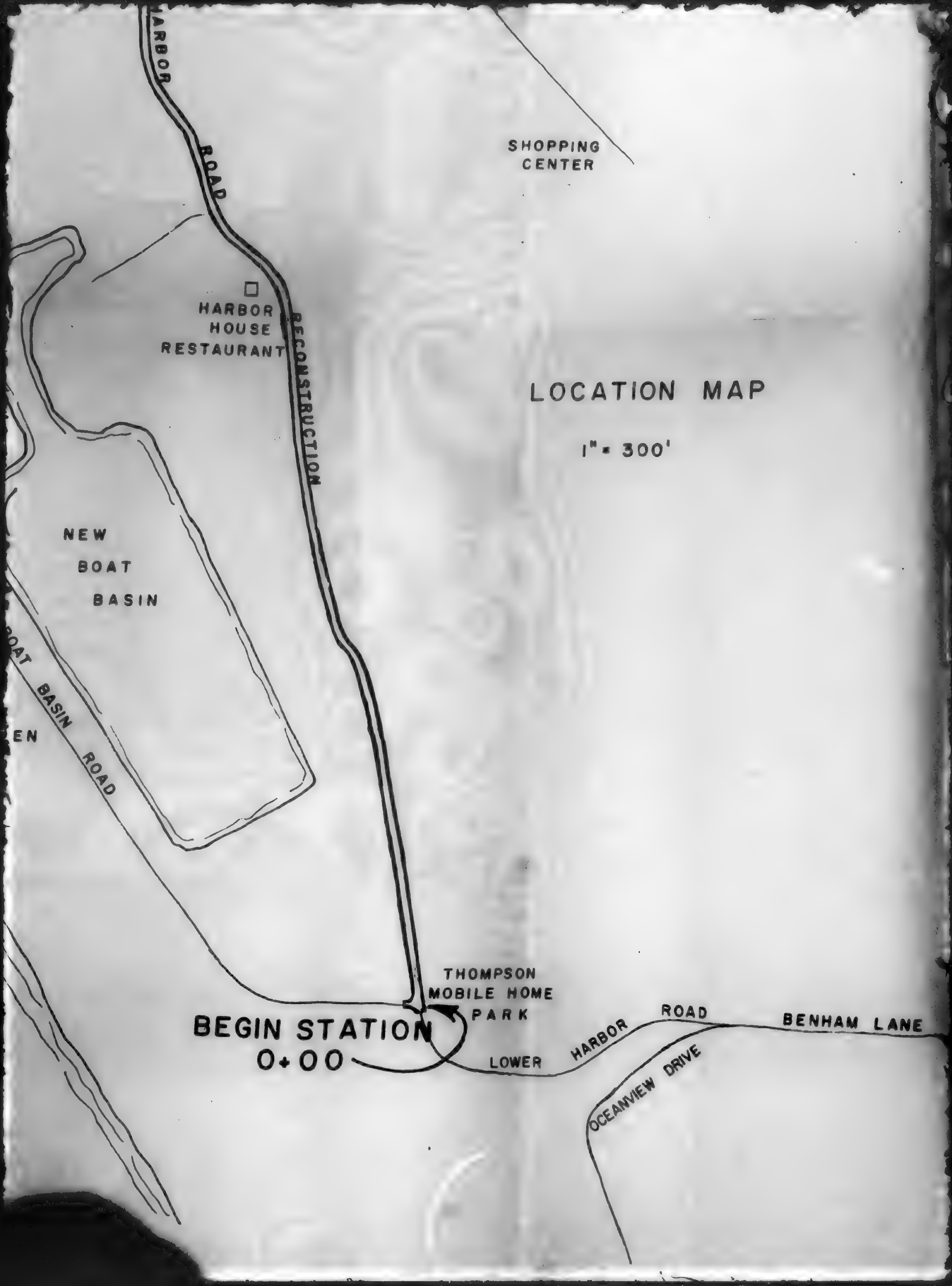
# VICINITY MAP

1/2" = 1 MILE


CARPENTERVILLE
OLD OREGON COAST HIGHWAY
OREGON COAST HIGHWAY
T39S
T40S
T41S
PACIFIC
OCEAN
CAPE FERRELO
CHETCO RIVER
HARBOR
BROOKINGS
PROJECT LOCATION
RIV
WINCHUCK
CURRY CO.,
DEL NORTE
R14W
R13W


VICINITY MAP
1/2" = 1 MILE
CARPENTERVILLE
OLD OREGON
COAST HIGHWAY
OREGON
COAST HIGHWAY
PACIFIC
OCEAN
CAPE FERRELO
CHETCO RIVER
HARBOR
BROOKINGS
PROJECT LOCATION
WINCHUCK RIVER
CURRY CO., OREGON
DEL NORTE CO., CALIFORNIA
R14W
R13W
R12W


CHET
ROAD
HARBOR
HOUSE
RESTAURAN
COAST GUARD
NEW
BOAT
BASIN
NORTH JETTY
SOUTH JETTY
BOAT BASIN ROAD
SPORT HAVEN
PARK
PACIFIC
OCEAN
BEGN


HARBOR ROAD RECONSTRUCTION
SHOPPING CENTER
HARBOR HOUSE RESTAURANT
LOCATION MAP
1" = 300'
NEW BOAT BASIN
BOAT BASIN ROAD
EN
THOMPSON MOBILE HOME PARK
BEGIN STATION 0+00
LOWER HARBOR ROAD
BENHAM LANE
OCEANVIEW DRIVE

8716 Sisters Jct.-E. 1st Street 1978
(Bend) Sec. of The Dalles-Calif.
Hwy. (Grading & paving)

#3716

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-820

cc: State (H. S. Coulter)

12-14-79

2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Deschutes | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-14-79 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>HHS-4-2(4) |
| COMPLETION DATE<br>10-26-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>3-29-78 | TIME ELAPSED<br>$\frac{129}{140} = 92.1$ % | CONTRACT TIME<br>140 calendar work days |
| APPROVED EXTENSIONS<br>None | LOCATION<br>City of Bend, Deschutes County, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SISTERS JCT.-E. 1st STREET (BEND) SECTION
THE DALLES-CALIFORNIA HWY.
Grading & Paving

This project provided for the widening and paving of approximately 1.12 miles of The Dalles-California Highway to provide for a continuous left-turn lane.

A final inspection of the project was made on August 28, 1979. Some permanent signing and minor work at the O. B. Riley intersection remain to be done at that time. This work has since been completed.

The final cost of the original bid items was $375,386.09. The contract bid amount was $392,160. The final cost of the project, including all changes and engineering, was $444,988.49.

All participating work has been completed.

The project has been signed and striped.

RECEIVED
STATE HWY ENGR
DEC 26 '79
REFER TO Keasey
FOR

| Info | Inves | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

12-26
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>D. B. Carter<br>Area Engr.<br>David B. Carter | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>12-19-79 | TITLE<br>Field Operations Engineer | DATE<br>12-19-79 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8716

8

April 2, 1979

Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8716 awarded to R. L. Coats for work on the Sisters Junction-E. 1st Street Section of The Dalles-California Highway in Bend, Deschutes County, was completed on October 26, 1978, and accepted by the State Highway Engineer on March 29, 1979.

Final payment in the amount of $19,365.16 will be released to the contractor after April 9, 1979. The total contract amount is $405,233.44 including $2,674.41 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8716 4

Salem, Oregon
January 31, 1979

W. E. Cole
Design Engineer Supervisor

W. W. Robertson
Resident Engineer

Sisters Jct.-E. 1st St. (Bend)
The Dalles-California Hwy.
Deschutes County
(Const. Narrative Report-
Contract 8716)

This letter acknowledges receipt of your narrative report on the subject project.

Your comment on Flagging--please see pages 98 & 99, Section 111.85 and Section 111.91 of the Standard Specifications. You have to read the "Red Book" once in a while, Will!

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:cj

8716

9

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION: Sisters Jct.-E. 1st. St.(Bend) | WEEK ENDING: January 13, 1979 |
| | | SECTION PREFIX: 9-1003 |
| | HIGHWAY: The Dalles-California | COUNTY: Deschutes |
| NAME OF JOB: Sisters Jct.-E. 1st. St.(Bend) | KIND OF WORK: Grading and Paving | |
| CONTRACTOR: R. L. Coats | CONTRACT NUMBER: 8716 | FEDERAL AID PROJECT NUMBER: HHS-4-2-(4) |
| DATE OF CONTRACT: May 4, 1978 | DATE WORK STARTED: May 12, 1978 | ESTIMATED COMPLETION DATE: Completed |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS: 140 | CALENDAR DAYS USED: 129 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 92 |
| PROJECT AUTHORIZATION: $ 459,062.10 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 422,660.70 | ENGINEERING AUTHORIZATION: $ 36,401.40 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 406,307.59 | ENGINEERING COST TO DATE: $ 37,819.88 | DATE PROJECT WAS COMPLETED: |
| ESTIMATED PERCENT: OVERRUN UNDERRUN 4 % | PERCENT OF AUTHORIZATION: 104 % | January 3, 1979 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 1.12 | 1.12 | | | 1.12 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 1.12 | 1.12 | | | 1.12 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 11,600 CY | 11,700 T | | | 11,900 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 8,962 CY | 11,571 T | | | 11,883 T |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 8,962 CY | 11,571 T | | | 11,883 T |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | | 0 |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | | 0 |
| HOURS PER SHIFT | 0 | 0 | | | 0 |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | Project completed |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Routing
Kessey
Bond
Jackmond
Hopkins
Johnson
Inloes

RECEIVED
JAN 15 1979
CONSTRUCTION
SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final estimate submitted to region office this week.

Final weekly report on this project.

SIGNED W H Robertson LOCATION Bend, Or.97701

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8716

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

**DATE:** November 13, 1978

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Construction Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. HHS-4-2(4)

Contract 8716, Work Completed 10/26/78

Project Sisters Jct.-E. 1st St. (Bend)

Highway The Dalles-California

County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-26-78

G. K. [illegible]
for G. L. Green
Division Administrator

RDC:nk

cc: H. S. Coulter
C. T. Keasey
Dale Allen
R. D. Church

RECEIVED
STATE HWY ENGR
JAN 4 -'79
REFER TO
FOR
Info | Inves | R/D | D/R | Spec | Act | File

NO [illegible]
H. S. COULTER

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes
RECEIVED
JAN 3 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

9

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—625-985

~~STATE COPY~~

U.S. D ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H. S. Coulter)

## INTERMEDIATE AND FINAL INSPECTION REPORT

[illegible]

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Deschutes | DIVISION<br>Oregon |

IN COMPANY WITH
W. Robertson, Resident Engineer, OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>8-28-78 | INSPECTION MADE BY<br>D. B. Carter, Area Engineer | PROJECT NO.<br>HHS-4-2(4) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>$\frac{91}{140}$ = 65 % | WORK COMPLETED<br>99 % |

### SISTERS JCT. - E. 1st STREET (BEND) SECTION
### THE DALLES-- CALIFORNIA HWY.
### Grading and Paving

This project provided for the widening and paving of approximately 1.12 miles of The Dalles-California Highway to provide for a continuous left-turn lane.

The project is essentially complete except for permanent sign installations and some minor work at the O. B. Riley Road intersection.

The project will slightly underrun the project authorization. The paving for the project was completed during the week of July 23.

The materials used on the project were in substantial compliance with the specifications or were considered suitable for the use intended and accepted at a reduced price in accordance with the State's penalty guidelines.

It is recommended the project be accepted upon completion of the above work. This improvement should significantly improve traffic flow and reduce accidents along this section of the route.

9-12-78
cy Kiesey

RECEIVED
STATE HWY ENGR
SEP 12 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

#5716 7-6-78

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL /OR AUTHORIZATION

FEDERAL AID PROJECT NO
HHS-4-2(4)

STA OJECT NO.
See below

COUNTY NAME
Deschutes

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80078

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 4/5/78 | 6/14/78 | Primary 4 | Primary 4 |

GENERAL LOCATION:

Sisters Junction-East 1st Street (Bend)

GENERAL DESCRIPTION OF WORK:

Revise Hwy 97 traffic detector loops.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~[illegible]~~R FORCE ACCOUNT BASIS

REMARKS
This will confirm the advance authorization date of 6/14/78 as requested in Mr. Keasey's letter of 6/21/78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $2,567, Federal funds $2,310.

11-11

DATE
7/6/78

SIGNATURE OF APPROVING OFFICIAL
G. K. Hosner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8716

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

7-6-78

**LETTER OF APPROVAL D/OR AUTHORIZATION**

FEDERAL AID PROJECT NO HHS-4-2(4)

STA OJECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80078

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 4/5/78 | 6/15/76 | Primary 4 |
| | | STATE ROUTE NUMBER |
| | | Primary 4 |

GENERAL LOCATION:

Sisters Jct.-East 1st Street (Bend)

GENERAL DESCRIPTION OF WORK:

Permanent Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
[illegible]FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6/15/78 as requested in Mr. Keasey's letter of 6/21/78 as being in the public interest for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $6,775, Federal funds $6,098.

Susan
7-11

DATE 7/6/78

SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

3716

# STATE COPY

OMB No. 04-R2089

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>6-98 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-13-78 | State<br>**Oregon**<br>County<br>**Deschutes**<br>Project No.<br>**HHS-4-2 (4)** |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
U.S. 97, Jct. U.S. 20, S. 1.0 Mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | 1-3-78 | 1.120 |
| CONSTRUCTION | 3-13-78<br>4-5- 78 | 1.120 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 90.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 454,847.00 | $ 302,400.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*
By ______ for
Technical Service Engineer
*(Title)*
By ______
Act. State Highway Engineer
*(Title)*
By ______
______
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By ______
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator JUN 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, May 31, 1978

Federal Aid Project
No. HHS-4-2 (4)

Sisters Jct.-E. 1st. St. (Bend)
The Dalles-California Highway
Deschutes County

Project Agreement Estimate.

Type Code R/W

| | | | |
|---|---|---|---|
| Right of Way | All Required | | $ 1,500.00 |

Type Code 6201
Roadway (Sta. 732+00 to Sta. 780+51.14) (Sta. 0+00 to Sta. 10+64)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 40,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 5,000.00 |
| Temporary Signs | 440 Sq. Ft. | 5.00 | 2,200.00 |
| Temporary Barricades | 8 Each | 100.00 | 800.00 |
| Temporary Plastic Safety Markers | 30 Each | 5.00 | 150.00 |
| Flagmen | 500 Hour | 17.00 | 8,500.00 |
| Clearing and Grubbing | All Required | | 4,000.00 |
| Removal of Structured and Obstructions | All Required | | 24,000.00 |
| General Excavation | 11,600 Cu. Yd. | 4.00 | 46,400.00 |
| Trench Excavation | 30 Cu. Yd. | 20.00 | 600.00 |
| Watering | 200 M-Gal | 8.00 | 1,600.00 |
| Coarse Aggregate Base | 9,900 Ton | 5.00 | 49,500.00 |
| 3/4"-0 Aggregate Base | 1,800 Ton | 5.00 | 9,000.00 |
| Class "B" Asphalt Concrete Mixture | 11,900 Ton | 10.00 | 119,000.00 |
| Asphalt Cement in Mixture | 770 Ton | 95.00 | 73,150.00 |
| Asphalt in Tack Coat | 10 Ton | 150.00 | 1,500.00 |
| 12-inch Culvert Pipe | 134 Lin. Ft. | 15.00 | 2,010.00 |
| 18-inch Culvert Pipe | 10 Lin. Ft. | 20.00 | 200.00 |
| Extra for Pipe Under Pavement | 5 Lin. Ft. | 10.00 | 50.00 |
| Concrete Inlets, Type "D" | 1 Each | 400.00 | 400.00 |
| Concrete Headgates | 1 Each | 100.00 | 100.00 |
| Extra for Asphalt Approaches | 40 Each | 100.00 | 4,000.00 |
| | | | $392,160.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | $ 2,100.00 |
| Temporary Pavement Striping | All Required | | 2,100.00 |
| Extend Deschutes Reclamation Irrigation Pipe (S.F.) | All Required | | 3,065.00 |
| | | Subtotal | $399,425.00 |
| | | Engineering | 53,922.00 |
| | | Total | $453,347.00 |

| | | |
|---|---|---|
| Length of Roadway | 1.120 Miles | |
| Cost of Roadway Per Mile | | $404,774.10 |

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Permanent Signing | All Required | $ 2,000.00 |
| Revise Mainline Loops (S.F.) | All Required | 2,500.00 |

Summary of Funds (90%)

| Description | Total Cost | *Federal Funds | State Funds |
|---|---|---|---|
| Right-of-Way | $ 1,500 | $ 1,350 | $ 150 |
| Roadway | 453,347 | 301,050 | 152,297 |
| Total | $454,847 | $302,400 | $152,447 |

Group 1-100%

Contract No. 8716

Prefix 9-1003

Prefix 9-2504

*Note: Federal Funds limited to 90% of $336,000.00

Oregon State Highway Division
Salem, Oregon, May 31, 1978

Federal Aid Project
No. HHS-4-2 (4)

Sisters Jct.-E. 1st St. (Bend)
(Nonparticipating-State Work)

| | | |
|---|---|---|
| Adjust Mail Boxes (5 at $100) | All Required | $ 500.00 |

9

RT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 19, 1978

R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8716 for work on the Sisters Junction-E. 1st Street (Bend) Section of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinns
Dale Allen
W. W. Robertson

C. A. TOMASSENE & SON
*INSURANCE AND SURETY BONDS*

520 S. W. 6TH AVENUE
PORTLAND, OREGON 97204
TELEPHONE: 226-3741

May 10, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: R.L. Coats
Deschutes Readymix Sand and
Gravel Company
Contract #8716

Gentlemen:

Enclosed you will find the two copies of the bond and the contract properly signed and executed as specified. This is for the grading and paving at Sisters Junction E. 1st Street, Bend, Oregon, with award made on May 4, 1978.

Also enclosed please find a certificate of insurance for general and automobile liability made to the County of Deschutes, Department of Public Works.

We trust you will find the enclosed to be in order.

Sincerely,

C.A. TOMASSENE & SON

C. C. Tomassene

C. A. Tomassene

CAT:pls

Encls.

RECEIVED
MAY 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

*Since – 1927*

NOTED
C. W. HEAD

8716

**STATE OF OREGON** **INTEROFFICE MEMO**

4

DATE: May 10, 1978

TO: D. D. Allen
Region 4 Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Study Plans
Sisters Junction-East 1st Street Junction Section
The Dalles-California Highway
Deschutes County

Attached are five prints of the approved sign study plans for the above-named project.

As requested by your office, this work will be done by State Forces. An anticipated item of $6,500 should be set-up to do the work.

If additional information on these plans is desired, please call this office.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:ds
Attachments

cc: ~~D. O. Christensen~~
Jack Sullivan
F. T. Lacey w/attachment
R. L. Lammert w/attachment

___ Versteeg ___
/ Christensen Doc
___ George ___
___ Olson ___
___ Terpin ___
1st copy Sullivan ___
___ Scott ___
___ Savage ___

RECEIVED
MAY 12 1978
ENGINEERING SECTION

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

REFERRED TO
✓ Beard WGB ___ Steudenmayer ___
___ Cole ___ Sample ___
___ Eriksen ___ Watson ___
___ Hager ___ Dorn ___ Lau ___
Return Discuss Do [✓ File] Copy Due ___
BY FINAL DESIGN ENGINEER

81-125-1387

8716

8

bbc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
W. W. Robertson
SAIF
Fran

May 5, 1978

R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97701

Dear Mr. Coats:

The Oregon Transportation Commission on May 4, 1978, accepted your proposal for work on the Sisters Junction-E. 1st Street (Bend) Section of The Dalles-California Highway in Deschutes County for the sum of $392,160 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8716.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 17, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8716

2

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

April 11, 1978

H Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
   FAP No. M-000C(4)
   Multnomah County

   Traffic signals.

   > Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
   Arndt Road
   Clackamas and Marion Counties

   Structure and approaches.

   > Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways
   Clackamas County

   Paving

   > Because of a lack of demonstrated need, a bikeway is not being established at this time.
   >
   > Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
Oregon Coast Highway
Coos County

Painting.

Same as No. 1.

5. Old Coast Highway-Boat Basin Road
Lower Harbor County Road
Curry County

Grading and paving.

Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
The Dalles-California Highway
Deschutes County

Grading and paving.

Four-foot shoulders provided on this project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
Oakland-Shady Highway
Douglas County

Grading, paving, signals.

Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
John Day Highway
Gilliam County

Aggregate crushing.

Same as No. 1.

9. Dayville Rock Production
   John Day Highway
   Grant County

   Aggregate crushing.

   Same as No. 1.

10. Main St at Canyon Blvd (John Day)
    John Day Highway
    Grant County

    Traffic signals.

    Same as No. 1.

11. S Ashland Intchge-California State Line
    Pacific Highway
    Jackson County

    Paving.

    Same as No. 1.

    Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
    City Streets
    Jackson County

    Grading and paving.

    Twenty-eight-foot curbed section.

    Same as No. 6.

13. Wolf Creek Tavern State Wayside
    Josephine County

    Grading, paving and sewers.

    Same as No. 1.

14. Armitage State Park
    Lane County

    Buildings.

    Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
    Santiam Highway
    Linn County

    Grading and paving.

    The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
    Calapooia River Road
    Linn County

    Grading and structure.

    Four-foot shoulders provided on this section.

    Same as No. 6.

17. Crooked Creek
    I.O.N. Highway
    Malheur County

    Paving.

    Four-foot shoulders provided on this section.

    Same as No. 3.

18. Hot Springs Road-McDermitt
    I.O.N. Highway
    Malheur County

    Paving.

    Four-foot shoulders provided on this section.

    Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
    East Portland Freeway
    Multnomah County

    Grading and paving.

    Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8716

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 6, 1978

FILE:

FROM: J. H. Versteeg
Engineering

SUBJECT: Design Review
Noise Study Reports

TO: E. S. Hunter
Technical Services Engineer

For the past 1-1/2 years Adrian Olson has been reviewing and making recommendations on noise study reports. I assigned him this responsibility because of his interest and knowledge of the project development process. Following is a partial list of projects that have been reviewed since January of 1977.

1. S.W. Sheridan-S.W. Slavin Road (Portland) - Construction of the indicated walls would not be an appropriate expenditure of public funds and should not be considered for inclusion in the contract.

2. Head Road-Airport Road (Medford) - Recommended that no attenuation be considered for this project.

3. Pacific Blvd.-34th Ave. (Albany) - Construction of a noise attenuation wall for the apartment complex would not appear to be in the public interest. Nothing done under the project would preclude such construction in the future if desired.

4. Sweet Home W.C.L.-9th Avenue Section -

   a. This is a typical urban street project with minor noise increases, primarily due to normal increase in traffic. The attenuation measures identified do not appear justifiable expenditures of public funds for the benefits they would provide

   b. An exception to this might be for the two houses on Osage Street which loose their existing protection and could expect an increase of 8 to 9 dBA at this time. I would suggest consideration of a 6 to 8 foot timber wall as a test section.

X

5. Oregon Way Channelization (Woodburn) - Since the project will not have a perceptible noise impact and the costs are high compared to probably benefits it is recommended that the barrier not be constructed at this time.

RECEIVED
TECHNICAL SERVICES
APR 7 '78
REFER TO
FOR

| Info | Inve. | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

6. Diamond Lake Blvd.-Washington Ave. (Roseburg) - Nothing we do under this project precludes construction of attenuation at some future date if desired. I recommend that no attenuation be provided under the current project.

7. 99th Avenue Section (I-205) - For the above reasons it would not seem appropriate to construct a sound wall at this location.

8. Sisters Jct.-E. First St. (Bend) - There would be no apparent adverse impacts to the road design, assuming that acceptable end treatments can be provided for the wall to get adequate sight distance for the approaches at each end as well as reducing the hazard of the end of the wall. Some right-of-way may be required.

By letter to Gary Potter dated October 19, 1977, Adrian Olson outlined the procedures and criteria that he would use in noise study report analysis. Based on these guidelines, an uneasy truce has been maintained between the Environmental Section and Engineering Section.

Starting with the Oregon Way Channelization project (Woodburn), dissatisfaction with these recommendations has surfaced.

On March 13, 1978, Gary Potter wrote a letter outlining Noise Study Report Information Requirements. In response to this request we furnish only engineering designs, costs and possibly adverse impacts on the road design. An example of this is March 29, 1978, comments on the Sisters Jct.-E. First Street (Bend) noise study report which does not include any recommendations.

Attached are copies of Olson's comments on the eight projects listed, a copy of the October 19, 1977, letter on Design Review Guidelines and a copy of Mr. Potter's March 13, 1978, outline of information requirements for noise study reports.

JHV:ab
Attachments

8

Salem, Oregon
March 29, 1978

ADOlson
A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Noise Study Report
Sisters Jct.-E. First St.
The Dalles-California Highway
Deschutes County

The noise study report has been reviewed in line with your March 13, 1978, memo.

This is a Type 1B project according to FHPM 7-7-3 definition.

A review of available data and the photo log would indicate that a wall would be the only feasible attenuator. There is limited right-of-way and apparently native vegetation presently screening the area.

The cost of the 9 foot high wall 800 feet long indicated in the noise study report would be from $40,000 to $55,000 according to recent prices for Cor-Ten steel or concrete block walls. No attempt was made to determine the cost of eliminating the one access. This could be a substantial cost since the area is designated for commercial and light industrial. A new shopping center is expected a short distance north.

✓ There would be no apparent adverse impacts to the road design, assuming that acceptable end treatments can be provided for the wall to get adequate sight distance for the approaches at each end as well as reducing the hazard of the end of the wall. Some right-of-way may be required.

ADO:ab

RECEIVED
MAR 30 1978
ENGINEERING SECTION

__✓__ Versteeg __✓__
____ Christensen ____
____ George ____
____ Olson ____
____ Terpin ____
____ Sullivan ____
____ Scott ____
____ Savage ____
____ Trout __GP__
Do Not File ☐
Return To ____
Bring Up ___/___/___
Action ____

Draft copy to Environmental Section 3/21/78 [illegible]

8716

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-5-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-4-2(4)

STATE PROJECT NO. See Below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80078

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED 4-5-78

DATE AUTHORIZATION EFFECTIVE 4-5-78

FEDERAL ROUTE NUMBER Primary 4

STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:

"Sisters Junction - East 1st. Street (Bend) "

GENERAL DESCRIPTION OF WORK:

Grading and Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Permanent and Temporary Pavement Striping (S.F.) $4,200.

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $464,822, Federal funds $302,400.

A signed copy of the Title Sheet is returned herewith.

Swan: w/ encl., 4-10

NOTED
B. KLABOE

DATE 4-5-78

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8716

4

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/30 78
Donald L Rout

4-27-78 Bid Letting ______________ All Clear Deadline

SECTION SISTERS JCT.-FIRST ST. (BEND)
Highway The Dalles-California
County Deschutes Region 4
Type of Work Widen & Lt. Turn Funds HHS State
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

N/A State Funds

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

8716 4

Salem, Oregon
March 29, 1978

ADOlson
A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Noise Study Report
Sisters Jct.-E. First St.
The Dalles-California Highway
Deschutes County

The noise study report has been reviewed in line with your March 13, 1978, memo.

This is a Type 1B project according to FHPM 7-7-3 definition.

A review of available data and the photo log would indicate that a wall would be the only feasible attenuator. There is limited right-of-way and apparently native vegetation presently screening the area.

The cost of the 9 foot high wall 800 feet long indicated in the noise study report would be from $40,000 to $55,000 according to recent prices for Cor-Ten steel or concrete block walls. No attempt was made to determine the cost of eliminating the one access. This could be a substantial cost since the area is designated for commercial and light industrial. A new shopping center is expected a short distance north.

There would be no apparent adverse impacts to the road design, assuming that acceptable end treatments can be provided for the wall to get adequate sight distance for the approaches at each end as well as reducing the hazard of the end of the wall. Some right-of-way may be required.

RECEIVED
MAR 30 1978
ENGINEERING SECTION

Versteeg ✓
Christensen
George
Olsen
Turpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up / /
Action

ADO:ab

Draft copy to Environmental
8:00 AM 3/29/78 ADO

Sisters Jct. - E. First St.

9' High Wall - 800 lin. ft.

| | |
|---|---|
| Unsplit Conc. Block | $53,000 |
| COR-TEN Steel | $39,000 |

(Prices include 20% E&C)

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE

March 24, 1978

Salem, OR 97310

Tony

FROM: Tony George, Engineering Coordinator
Environmental Section

TO: J. H. Versteeg
Engineering

SUBJECT: Sisters Junction-East First
Street Section
The Dalles-California Hwy. No. 4
Deschutes County

Request for Noise Study Report
Information

Attached is our draft noise study report for the above referenced project. This report indicates that noise abatement measures are feasible. Would you please review the proposed abatement measures and provide us with the requisite information as identified in our 3-13-78 memo. Also, would you please identify if this is a Type I-A or I-B project as defined by FHPM 7-7-3 (page 2).

As this project is currently scheduled for an April contract letting, your expeditious reply would be appreciated.

Please note that the abatement measures proposed in the draft noise study report do not constitute a recommended course of action. Upon receipt of your forthcoming information, we will evaluate the benefits and costs of mitigation and prepare the appropriate recommendation.

TG:cjh

Attachment

# Noise Study Report

## Sisters Junction - East First Street Section
The Dalles - California Highway
Deschutes County

Prepared by
O.D.O.T.
Oregon State Highway Division
Steve Lindland, Acoustical Engineer

March 1978

## Sisters Junction - East First Street Section

The project will widen the existing four-lane facility to accommodate a 14 ft. median. No alignment shifts are required as widening will take place on both sides of the roadway.

The land use along the project is primarily commercial with some light industrial developments. Among these are a few scattered residences. Two residences are located on the east side of the highway between O.B. Riley Road and E. First Street. Two other residences are located just north of Norwood Road on the west side of the highway. According to the City of Bend Comprehensive Plan, this area is designated for commercial and light industrial developments.

The traffic noise levels will be projected with the NCHRP Report 117/144 method. The traffic data used in the analysis is given in Table #1.

Table #1

Traffic Data for Sisters Jct. - E. First Street Section

| | 1977 | 1987 |
|---|---|---|
| Peak Hour: | 1,700 vehicles<br>4% trucks | 2,300 vehicles<br>4% trucks |
| Peak Truck Hour: | 1,000 vehicles<br>8% trucks | 1,350 vehicles<br>8% trucks |

The analysis of the traffic data showed the peak truck hour to create the worst traffic noise condition. The anticipated location of the $L_{10}$ 70 dBA contour from road centerline for 1977 and 1987 is given in Table #2. From these figures it was determined that the four residences previously discussed will be over the design noise level and thus be impacted by traffic noise. The analysis also shows that construction of the project will have only minor effects on the existing noise levels.

The two residences north of Norwood Road have direct access to the highway. Thus, effective mitigation measures are not feasible. The other two residences though, have access primarily to O.B. Riley Road with the northerly residence also having an access to the highway. This condition allows the reduction of excessive noise levels with acoustic barriers. To insure barrier effectiveness though, the one access to the highway should be eliminated.

Table #2

Peak Truck Hour $L_{10}$ 70 dBA Contour Distance
From Roadway Centerline

| | 1977 | 1987 |
|---|---|---|
| No Build | 150 ft. | 175 ft. |
| Build | 140 ft. | 170 ft. |

The 1977/1987 noise levels at these two residences are $L_{10}$ 71/73 dBA. A barrier 9 ft. in height* and 800 ft. in length could reduce traffic noise levels by 5 dBA. Thus, noise levels would be $L_{10}$ 66/68 dBA for 1977/1987. This would place these residences below the design noise level.

*Assuming flat and level terrain.

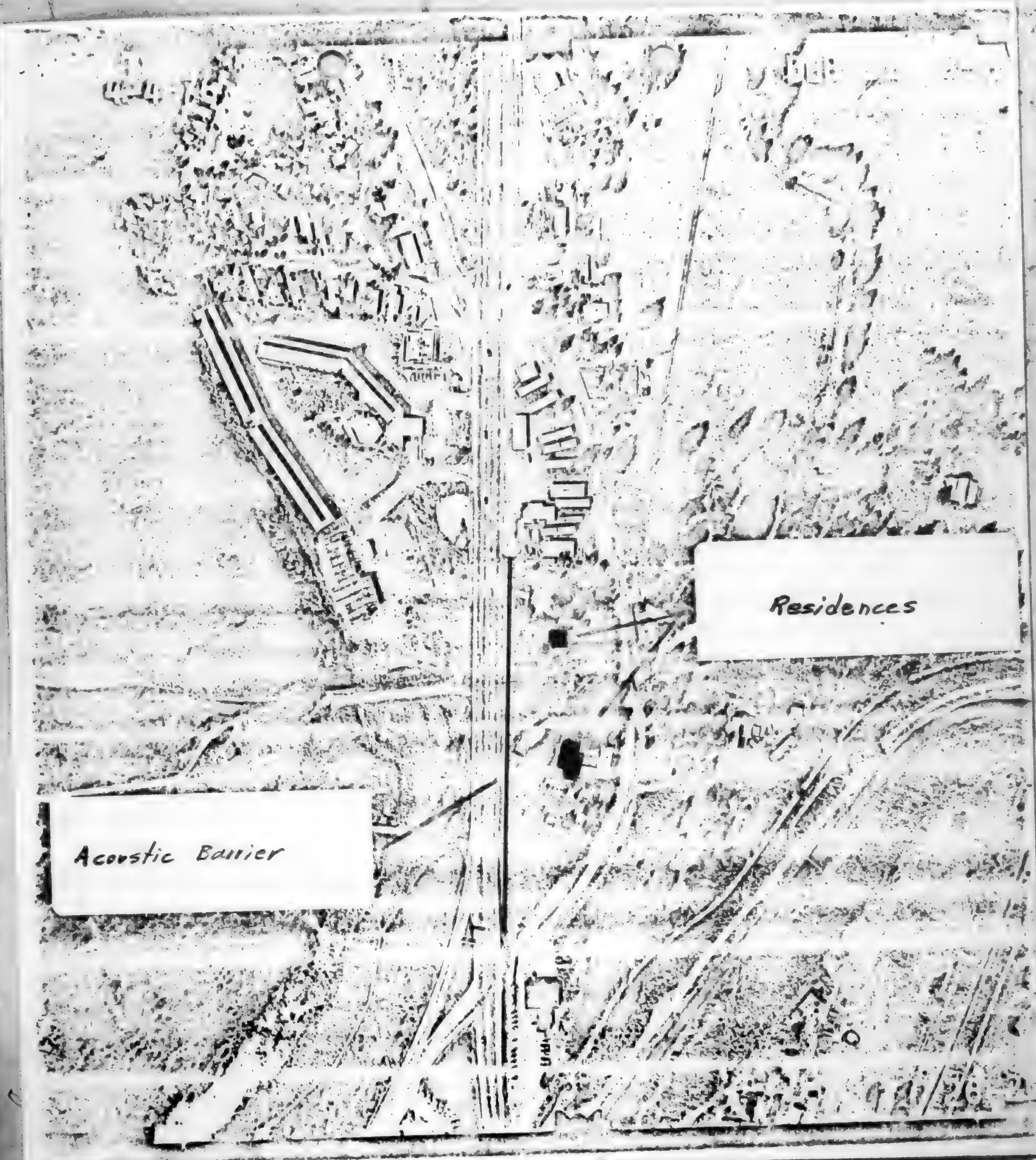
Residences
Acoustic Barrier

Figure #1

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

3-13-78

FEDERAL AID PROJECT NO.
S-4-2(4)

STATE PROJECT NO.
See Below

COUNTY NAME
Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80078

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
|  | 3-13-78 | Primary 4<br>Primary 4 |

GENERAL LOCATION:

"Sisters Junction - First Street (Bend) Section"

GENERAL DESCRIPTION OF WORK:

Extend 54 inch culvert pipe 52 feet on east side of highway (Sta 3+00 to 3+50)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONTRUCTION - PROCEED O~~XXXXXXXX~~ ~~XXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-10-78 and based on the data submitted you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 at a total estimated cost not to exceed $3,065, Federal funds $2,758, subject to permit of entry from Deschutes Reclamation and Irrigation Company.

NOTED
F. B. KLABOE

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-13-78 | V. V. Cnut | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8716.

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**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 10, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97310

NOTED
E. S. HUNTER

Attention: Glenn K. Hossner

Dear Mr. Green:

Re: Sisters Jct.-E. 1st St. (Bend)
The Dalles-California Highway
Deschutes County

Attached is the general design practice followed in the development of projects of this type.

This existing section of highway has four 12 foot travel lanes and two 4 foot shoulders for a total width of 56 feet. It carries an ADT of 14,700 and has a higher than average state wide accident history due to the many turning movements in this section.

RECEIVED
TECHNICAL SERVICES
MAR 13 '78
REFER TO
FOR

| Info | Invest | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

This project has been identified as a critical project and is being funded with high hazard funds. It has been justified on a cost-benefit ratio and has been thoroughly reviewed by our Region staff, Traffic Section and Design staff in terms of obtaining the maximum safety benefits and upgrading possible within the limited money available.

The primary purpose of this project is to provide a continuous left turn lane from the Sister's Junction to East First Street. The final section will consist of four 12 foot travel lanes, a 14 foot continuous left turn lane and 4 foot shoulders. The roadway section will be overlayed with a 3-1/2" Class "B" asphaltic concrete surface to restore the pavement section, skid resistance, provide added surface life and to provide for the required restriping of the section.

Additional widening to provide 8 foot shoulders was reviewed, but was not found to be warranted. To do so would have required additional right-of-way and an environmental impact statement, thereby increasing the cost of the project and would substantially delay the construction of the much needed project.

We are submitting this letter to you as documentation as requested in your letter of February 16, 1978, entitled "Exceptions to Minimum Design Criteria Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

This project is scheduled for the April 29, 1978, bid letting.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter, w/attach.
Dale D. Allen, w/attach.
F. E. Terpin, w/attach.
L. E. George, w/attach.
W. E. Cole, w/attach.

# DESIGN PRACTICE AS APPLIES TO PAVEMENT RESURFACING AND RESTORATION PROJECTS

As a general policy our design practice as applies to pavement resurfacing and restoration projects is to:

1. To restore the pavement section, skid resistance, and provide added pavement service life.
2. To provide added pavement width on narrower roadways where significant regrading is not required.
3. To provide modern barrier protection at bridges and large culverts. In some cases culverts are extended.
4. To selective upgrade or add traffic barriers based on judgement decisions which consider traffic volumes, operating speeds, accident experience, condition of existing barriers, and costs.
5. Designs are reviewed to assure that proposed construction features which involve a trade-off in geometric features such as pavement widening which reduces clearances are weighed in project decisions.
6. Pavement super-elevation on curves is given detailed design attenuation. Super-elevation is increased if correctible deficiencies exist. Distorted sections on curves are restored.
7. Each project design process involves the review of the most recent 5-year accident experience to identify existing highway elements which may contribute to accidents. Highway elements which may contribute to accidents are evaluated for upgrading.
8. Existing traffic control devices within project limits are modified as necessary to address operational concerns indicated by accident review or project provisions, such as, added left turn lanes. Signs supports which are identified as roadside obstacles are modified, protected or moved.
9. Environmental and social issues on occasion influence the project design.

3-10-78

STATE OF OREG

INTERO CE MEMO

DATE: November 22, 1977

TO: J. H. Versteeg
Head of Engineering

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sisters Jct.-E. 1st St. (Bend)
The Dalles-California Hwy. No. 4
M.P. 135.30 to M.P. 136.43
Deschutes County
HHS 4-2

Attention: W. E. Cole

We have received your request for an accident history review on the subject project. This project is a safety project funded with High Hazard Funds, administered by this office.

As such, an accident study was made prior to approval and we have no additional recommendations.

L E George

L. E. George
Traffic Engineer Supervisor

GE:rw

**REFERRED TO**

____ Beard ____ Dorn ____
✓ Cole WEC ____ Sample ____
____ Eriksen ____ Watson ____
____ Hager ____ Lau ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen Dec
____ George
3 Olson
____ Terpin
____ Sullivan
____ Scott
____ Savage

RECEIVED
NOV 25 1977
ENGINEERING SECTION

____ Trout ____
Do Not File ☐
Return To ____
Bring Up ____/____/____
Action ____

125-1387

8716

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1-3-78

FEDERAL AID PROJECT NO.
HHS-4-2(4)

S[illegible] PROJECT NO.
See Below

COUNTY NAME
Deschutes

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80078

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | 1-3-78 | Primary 4 |
| | | STATE ROUTE NUMBER |
| | | Primary 4 |

**GENERAL LOCATION:**

"Sisters Jct. - First St (Bend) Section"

**GENERAL DESCRIPTION OF WORK:**

Right of Way

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT OF WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Swan's letter of 12-13-77 you are authorized to proceed with the actual acquisition of right of way for files #49988 and 49989. TEC NTE $3,000, F.F. $2,700.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

Swan ✓
1-1[illegible]

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 1-3-78 | G. K. | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

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9716

9

DATE December 30, 1977

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Finance Approval

The Sisters Jct.-E. 1st St. (Bend) project on The Dalles-California Highway is currently approved for construction using $336,000 of Title II High-Hazard funds.

Design modifications necessary to ensure the structural integrity of the pavement on this section have resulted in an increase in the estimate of the project cost. Additional High-Hazard funds are not available. We propose using $162,000 of State construction funds to supplement the High-Hazard funds.

Your approval is recommended and the matter will be on the Consent Calendar at the January 24 meeting.

DES:ljt

bc: R. A. Burco
F. B. Klaboe
C. W. Head
D. H. Moehring
E. S. Hunter
V. E. Skoog
J. H. Versteeg
L. E. George
George Bell
C. M. Williams, Region 4

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 22, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Sisters Jct.-E. 1st St. (Bend)
The Dalles-California Highway
Deschutes County

TO: E. S. Hunter
Technical Services Engineer

The proposed 1.14 mile project entails widening the present roadway to four 12 ft. travel lanes, a 14 ft. continuous left turn refuge and 4 ft. shoulders. A one inch Class "C" overlay is proposed over the existing roadway to obliterate the present stripping and provide for the new stripping plan. The ADT in this section ranges from 11,100 to 13,700.

This project is financed by High Hazard funds and is presently estimated to cost $336,000. This figure has been reviewed by the Traffic Unit and is justified on a Cost-Benefit ratio.

The structural condition of the pavement through this area is such that an additional 2-1/2 inches of A.C. is required in addition to the one inch presently proposed above. This additional 2-1/2 inches of A.C. is estimated to cost $162,000, which would bring the total cost to $498,000. This additional funding is not available from High Hazard funds and therefore would have to be funded from state construction money. The additional thickness is being requested by Mr. Williams; however, if it can not be funded he still desires to go ahead with the safety project at this time and do the additional overlay at a later date. Representative pictures of the pavement are available for review.

DOC:ab
cc: W. E. Cole

Buz —
Prepare letter for Klaboe to
Comm on this

RECEIVED
TECHNICAL SERVICES
DEC 23 '77
REFER TO
FOR

| Info | Inve | R/D | D/R | Sign | Act | File |
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| | | | | | | |

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 9-1954

Bend, Oregon 97701
December 15, 1977

**FROM:** Carl M. Williams
Regional Engineer
Carl M. Williams

**TO:** Duane O. Christensen
Final Design Engiener
Room 223

**SUBJECT:** Sisters Interchange-North Canal
The Dalles-California Highway
Prefix No. 9-1954

This is an interim report on these plans. There will be more comments to follow.

Pavement thickness recommendation for the original pavement exceeds by far the one inch for obliteration of stripes, etc. We took the one inch to get the job and increase the cost-benefit ratio to be eligible for funds.

We still want the one inch but we think a thickness of 2" or 2½" would be of great need. Perhaps we could use State Construction funds.

Please approach the powers to be on this subject. These pictures were taken on December 15, 1977 and are representative of the problem.

CMW:mr

encl

1 Versteeg
2 Christensen Don
George
Olson
Terpin
Sullivan
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DEC 16 1977
ENGINEERING SECTION

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BY FINAL DESIGN ENGINEER

8716 5-7 N

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: 9-1954

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701
October 20, 1977

Robert C Pool

FROM: Robert C. Pool
Regional Construction Engineer

SUBJECT: First Street Intersection-Sisters Interchange

TO: Duane Christensen
Final Design Engineer
Road Design Section

As discussed with you on the telephone today, we would like to revise the design on the Sisters Interchange-First Street (Bend) Section.

1. Project limits should be from the north side of the First Street Intersection to the south end of the Sisters Interchange.
2. Existing pavement will not be overlaid.
3. Pavement width will be widened to 70 feet.
4. Base design for new work - future overlay 4 1/2"
   3" Class "C" AC
   2" 3/4-0 leveling
   12" 1 1/2-0 base

Our estimated cost for this work is $257,000. If Title II funds are not available for this full amount, perhaps you could supplement with State construction funds. As a last resort, we might be able to use some of our minor betterment funds.

This project is very important to us. If you forsee funding problems, please give me a call.

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BY ~~FINAL~~ DESIGN ENGINEER

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RCP:pw
cc: R.L.Lammert

DOC discuss with terpin

8716 4

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE:

September 20, 1977

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Sisters Jct-First St Section
The Dalles-California Highway
Deschutes County

TO: J. H. Versteeg
Head of Engineering

The subject project is carried on the Schedule of Contract Lettings as Item 15 for the February 23, 1978 bid opening. It is a unit of the Whittemore Road-Revere Avenue Section which had a Prefix 9-1954 that was cancelled by Mr. Hunter in February. Accounting has been asked to reinstate that prefix. An A-95 was processed for that section and an assessment of Category 3 NM approved by FHWA.

Information received from the Traffic Unit indicates that if the estimate for the project exceeds $200,000±, it cannot be justified on its cost/benefit ratio. It is suggested that Regional Engineer Williams be consulted concerning which "frills" he is willing to give up to get the job.

It appears that an offer for a hearing must be made to the City since two of the five easements are inside the city limits.

FET:mc

cc Carl Williams

**REFERRED TO**

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2 Cole WEC 1 ✓ Sample 2WS
Eriksen Watson
Hager Leu
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BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen DOC
George
3 Olson CAP
Terpin
4 Sullivan JWS
Scott
Savage

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3-5-76

8

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| | | FE RAL AID PROJECT NO.<br>U F-123(26) |
| | | STATE PROJECT NO.<br>See below |
| FROM:<br>G.L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Deschutes |
| | ITEM NO.<br>RF-93 & U-216 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>3/5/76 | FEDERAL ROUTE NUMBER<br>Primary Route 4<br>STATE ROUTE NUMBER<br>Rrimary Route 4 |

GENERAL LOCATION:

'Whittemore Road-Revere Avenue (Bend) Section"
US97 Revere Avenue (Bend) N 10.91 miles

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including railroad and utility preparatory work at a total estimated cost
☐ OTHER (Specify) of $16,000, Federal funds $12,400.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/5/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/25/76 letter you are authorized to proceed with the work as shown above.

RECEIVED
STATE HWY ENGR
MAR 10 '76
REFER TO
Rulien
FOR
Info Invs R/O D/R Sim Adl File

| | | |
|---|---|---|
| DATE<br>3/5/76 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTM
Oregon

BY (Signature)
L.W. Rulien's 2/2

TITLE
Project Managemen

CLASS OF FEDERAL FUNDS
☐ FAI X☒ FAP X☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (Stat |
|---|---|---|---|---|---|
| RF- | RF-U-123(26) | 9.93 | 14,500 | 11,300 | Location<br>Whittemore Road-Revere Avenue (Bend) Section<br>Deschutes County<br>State of Oregon |
| U-216 | U-RF-123(26) | 0.98 | 1,500 | 1,100 | " " |

RECEIVED
TATE HWY ENGR

REMARKS (Division)

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE 3/5/76 | SIGNATURE AND TITLE<br>G.L. Green, Divis |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as
tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-45
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

| | |
|---|---|
| STATE HIGHWAY DEPARTMENT | Oregon |
| DATE | 3/5/76 |
| BY (Signature) | L.W. Rulien's 2/25/76 letter |
| TITLE | Project Management Engineer |

L FUNDS

FAP X☒ FAU ☐ FAS ☐ OTHERS

2

NOS. ________ THRU ________

| NGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) Location | Work |
|---|---|---|---|---|
| .93 | 14,500 | 11,300 | Whittemore Road-Revere Avenue (Bend) Section<br>Deschutes County<br>State of Oregon | Preliminary Engineering including Railroad and utility preparatory work. |
| 0.98 | 1,500 | 1,100 | "    " | "    " |

RECEIVED
TATE HWY ENGR
MAR 10 '76
REFER TO Rulien
FOR
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| | | |
|---|---|---|
| MMENDED<br>TITLE | DATE 3/5/76 | APPROVED<br>SIGNATURE AND TITLE<br>G.L. Green, Division Administrator |

proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga- to provide Federal funds for the undertaking.

GPO 915-690

8716

9

February 23, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Dolian
Project Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-[illegible]-02 Executive memorandum [illegible]-170-30, we are submitting one copy of the completed application for Federal Aid funding of the following jointly funded Urban Extension and Rural Primary project.

| Item No. | Project No. | Section Name & FHWA No. |
|---|---|---|
| 216 | U-NF-123(26) | Whittemore Road-Revere Avenue |
| 92 | NF-G-123(26) | (Road) Section |
| | | #7512-2-1250 |

CL:ljt

Encl.

cc: G. L. Green, FHWA
D. E. Dunn (2)

8716

8

PRO 6-2

February 25, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Bulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-U-123(26)

We are submitting program data for one jointly financed Rural Primary and Urban Project No. RF-U-123(26, Item No. 93 (Rural Primary) and Item No. 216 (Urban), "Whittemore Road-Revere Avenue (Bend) Section", which we desire to have included in the Federal Aid Urban and Rural Primary Highway Programs.

We request, concurrent with program approvals, authorization to proceed with all phases of preliminary engineering including preliminary engineering by utility and railroad forces, at an estimated total cost and federal funds as follows:

| | Total Cost | Federal Funds |
|---|---|---|
| Urban Portion | $ 1,500 | $ 1,100 |
| Rural Portion | 14,500 | 11,300 |

One copy each of the State Clearinghouse and District 10 Clearinghouse A-95 review approval letter were previously submitted.

CL:ljt
Encl.

cc: C. H. Williams, Reg. 4

[illegible] TRANSACTION NO.

FORM PR-1
(REV. 4-61)

**FEDERAL-AI**

DATE SUBMITTED TO W.O.: February 25, 1976

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>US 97, Revere Ave. (Bend), N. 10.91 mi.<br>21 65 | **ADT** | PRESENT<br>6,600 | FUTURE<br>11,900<br>(66) (70) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>Preliminary Engineering<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL.<br>(74) |

| | | | |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Primary | COUNTY NAME | |
| | NAME OF URBAN AREA<br>17-21 Bend | ROUTE NO. P | FEDERA |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI *(Full description)* | MILES | ESTIMATED PROJE TOTAL ESTIMATED COST | FEDERAL FUND |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | (10.91)<br>9.93 | (16,000)<br>14,500 | 11,300 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST** (CODE) | | "Whittemore Road-<br>Revere Ave. (Bend)<br>Section" | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY CL | PROJECT TOTALS | 9.93 | 14,500 | 11,300 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

# FEDERAL-AID PROGRAM DATA

76

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 68 | **ADT** | PRESENT<br>6,600 | FUTURE<br>11,900<br>(66) (70) | YEAR<br>96<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) | APPN CODE<br>073<br>(4) (9) | ITEM NO.<br>93<br>(14) (16) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AGCY<br>(68) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>RF-U-<br>14 23 | NUMBER<br>123<br>7 | SEQ. NO.<br>(26)<br>13 | I. Projects Only<br>POST MI.<br>(24) (26) | DESIG.<br>27 |

| | | | | | |
|---|---|---|---|---|---|
| | COUNTY NAME<br>Deschutes | | | CODE<br>017<br>(14) (16) | PROGRAM STAGE<br>☐ 1 OR ☒ XX 2 |
| | ROUTE NO. P | FEDERAL-AID<br>4<br>(32) | STATE<br>4<br>(36) | U.S.<br>97<br>(37) (41) | |

ESTIMATED PROJECT COST BY PHASES

| ILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|
| 7 (65) | (66) (66) | (67) (76) | | | |
| (0.91)<br>9.93 | (16,000)<br>14,500 | 11,300 | 3,200 | | P.E. all phases incl. P.E. by Utility & RR forces. |
| | | | | | (Future const. to provide continuous left-turn lane from MP 135.35 to MP 137.15, widen structures & remove rock out-crops) |
| | | | | | ROW-100' normal;<br>Access Control-Part.;<br>Parking Restrictions-None |
| 9.93 | 14,500 | 11,300 | 3,200 | | |
| | (16) (23) | (24) (33) | REMARKS | | |

-over-

## WHITTEMORE ROAD-REVERE AVE. (BEND) SECTION

Project No. RF-U-123(26)

Existing Facilities: 24' AC roadway with variable 4 to 17-foot shoulders MP 126.21 to MP 126.82, MP 129.42 to MP 129.99, MP 131.58 to MP 132.60, MP 134.10 to MP 134.21, and MP 136.11 to MP 136.36 are passing lane areas consisting of four 12' travel lanes with 5' shoulders. The southerly end from MP 136.86 to MP 137.12 consists of a 64' curbed section with four 12' travel lanes and 8' parking each side.

Structures---

| | |
|---|---|
| MP 129.72 | Pilot Butte Canal Bridge #1675B; 46' RCMB; HC 59'2". |
| MP 135.05 | Riley Lateral & Cattlepass Br. #1679; 20' RC Slab Span; HC 36'. |
| MP 136.46 | Swalley Canal Br. #8888; 170' RCDG Prestressed; HC 30'. |
| MP 136.65 | O'xing Oregon Trunk RR, #8887A; 279' Steel Deck Girder; HC 30'. |

Adjacent Sections:

North End---48' AC roadway with 5' shoulders
South End---64' curbed roadway section

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility and railroad forces for the future construction necessary to improve safety by removal of rock out-crops; adjusting siphon boxes, extending reinforced concrete box culverts, bridge widening, and widening of the roadway from M.P. 135.35 to M.P. 137.15 to provide for a continuous left-turn lane.

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System Actio
Areas: Non

Railroad Dat

Name of
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FHPM 7-7-2
FHWA on Dece

IM 50-1-70
Clearinghous
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FHPM 7-7-5 R

(a) Public

(b) Locatio

Data for PR

NOTE: (1)

(2)
Primary Fed
miles, and
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and the par
with Rural

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroad Data: Crossing #150-34-A

Name of Railroad --- Oregon Trunk Railroad
No. of Tracks --- Two Tracks
No. of Trains --- 9 through & 12 switch per day
No. of High Speed Trains --- None
Present Protection --- O'xing Structure
Proposed Protection --- No change
Railroad Benefits --- None

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 30, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 review approval letters dated January 28, 1976 and January 29, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Cat. 3 Project)

(b) Location/Design--Not a factor in the development of this project.

| | | | |
|---|---|---|---|
| Data for PR-37: | Preliminary Engineering | Field Work | $10,000 |
| | | PS & E Preparation | 4,500 |
| | | TOTAL | $14,500 |

NOTE: (1) This project is in Congressional District No. 2

(2) This project is jointly financed using Urban and Rural Primary Federal Funds. The overall length of the project is 10.91 miles, and based on the physical location of the Urban boundary, the part in the Urban Area (0.98 mile or 9%) is financed with Urban funds and the part outside the Urban Area (9.93 miles or 91%) is financed with Rural Primary Funds.

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MP 131.58
136.36 are
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59'2".
lab Span; HC 36'.
HC 30'.
Girder; HC 30'.

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|---|---|
| WOR LY TRANSACTION NO. | FORM PR-1<br>(REV. 4-61) |
| DATE SUBMITTED TO W. O. | February 25, 1976 |

**FEDERAL-**

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>US 97, Revere Ave. (Bend), N. 10.91 mi.<br>21 65 | **ADT** | PRESENT<br>6,600 | FUTURE<br>11,900<br>(66) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>Preliminary Engineering<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban Extension | COUNTY NAME |
| | NAME OF URBAN AREA<br>Bend<br>17-31 | ROUTE NO. P |

ESTIMATED PR

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI *(Full description)* | MILES | TOTAL ESTIMATED COST | FEDERAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | | | | (54) (58) | (59) (66) | (67) |
| 1 | (14-15) | 16 | 41 | 42 | 43 46 | 53 | | | | |
| 5 | | | | | **PE** | | | (10.91)<br>0.98 | (16,000)<br>1,500 | 1,10 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE) | | "Whittemore Road-<br>Revere Ave. (Bend)<br>Section" | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD<br>1 | CODE<br>1 | PREPARED BY<br>CL | PROJECT TOTALS | 0.98 | 1,500<br>(16) (23) | 1,1<br>(24) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | |

## FEDERAL-AID PROGRAM DATA

976

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| 65 | **ADT** | PRESENT<br>6,600 | FUTURE<br>11,900<br>(66) (70) | YEAR<br>96<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) | APPN CODE<br>032<br>(4) (9) | ITEM NO.<br>216<br>(14) (18) |

| V AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only: POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|
| (69) | (70) | (71) | (72) (73) | (74) (75) | U-RF-<br>14 23 | 123 (26)<br>7 | 13 | (24) (26) | 27 |

| COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|
| Deschutes | 017<br>(14) (16) | ☐ 1 OR ☒ XX 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| P | 4<br>(32) | 4<br>(36) | 97<br>(37) (41) |

ESTIMATED PROJECT COST BY PHASES

| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|
| (58) | (59) (66) | (67) (75) |  |  |
| (10.91) | (16,000) |  |  |  |
| 0.98 | 1,500 | 1,100 | 400 |  |
|  |  |  |  |  |
|  |  |  |  |  |
| 0.98 | 1,500 | 1,100 | 400 |  |
|  | (16) (23) | (24) (32) |  |  |

CHARACTER OF PROPOSED WORK
*(Full description)*

P.E. all phases incl. P.E. by Utility & RR forces.

(Future const. to provide continous left-turn lane from MP 135.35 to MP 137.15, widen structures and remove rock outcrops)

ROW-100' normal;
Access Control-Part.;
Parking Restrictions-None

REMARKS

-over-

## WHITTEMORE ROAD-REVERE AVE. (BEND) SECTION

## Project No. U-RF-123(26)

Existing Facilities: 24' AC roadway with variable 4 to 17-foot shoulders MP 126.21 to MP 126.82, MP 129.42 to MP 129.99, MP 131.58 to MP 132.60, MP 134.10 to MP 134.21, and MP 136.11 to MP 136.36 are passing lane areas consisting of four 12' travel lanes with 5' shoulders. The southerly end from MP 136.86 to MP 137.12 consists of a 64' curbed section with four 12' travel lanes and 8' parking each side.

Structures---

| | |
|---|---|
| MP 129.72 | Pilot Butte Canal Bridge #1675B; 46' RCMB; HC 59'2". |
| MP 135.05 | Riley Lateral & Cattlepass Br. #1679; 20' RC Slab Span; HC 36'. |
| MP 136.46 | Swalley Canal Br. #8888; 170' RCDG Prestressed; HC 30'. |
| MP 136.65 | O'xing Oregon Trunk RR, #8887A; 279' Steel Deck Girder; HC 30'. |

Adjacent Sections:

North End---48' AC roadway with 5' shoulders
South End---64' curbed roadway section

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility and railroad forces for the future construction necessary to improve safety by removal of rock out-crops; adjusting siphon boxes, extending reinforced concrete box culverts, bridge widening, and widening of the roadway from M.P. 135.35 to M.P. 137.15 to provide for a continuous left-turn lane.

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System Action, Airp
Areas: None involv

Railroad Data: Cros

Name of Railro
No. of Tracks
No. of Trains
No. of High Sp
Present Protec
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FHPM 7-7-2 Requireme
FHWA on December 30

IM 50-1-70 Requirem
Clearinghouse A-95
and January 29, 197

FHPM 7-7-5 Requirem

(a) Public Hearing

(b) Location/Desig

Data for PR-37: P

NOTE: (1) This p

(2) This p
Primary Federal Fu
miles, and based o
part in the Urban
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with Rural Primary

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroad Data: Crossing #150-34-A

Name of Railroad --- Oregon Trunk Railroad
No. of Tracks --- Two Tracks
No. of Trains --- 9 through & 12 switch per day
No. of High Speed Trains --- None
Present Protection --- O'xing Structure
Proposed Protection --- No change
Railroad Benefits --- None

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 30, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 review approval letters dated January 28, 1976 and January 29, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Cat. 3 Project)

(b) Location/Design--Not a factor in the development of this project.

Data for PR-37: Preliminary Engineering

| | |
|---|---|
| Field Work | $1,000 |
| PS & E Preparation | 500 |
| TOTAL | $1,500 |

NOTE: (1) This project is in Congressional District No. 2

(2) This project is jointly financed using Urban and Rural Primary Federal Funds. The overall length of the project is 10.91 miles, and based on the physical location of the Urban boundary, the part in the Urban Area (0.98 mile or 9%) is financed with Urban funds and the part outside the Urban Area (9.93 miles or 91%) is financed with Rural Primary Funds.

---

o 17-foot
99, MP 131.58
MP 136.36 are
with 5'
.12 consists of
parking each

HC 59'2".
C Slab Span; HC 36'.
sed; HC 30'.
Deck Girder; HC 30'.

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boxes, extending
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8716

8

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Whittemore Rd-Revere St DESCHUTES CO.

DATE: January 28, 1976

The state has reviewed your project and reached the following conclusions:

G L. Green, FHWA ✓
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
Carl M. Williams
R. L. Lammert
Aeronautics Division

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7512 2 1250

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
FEB 6 1976
Office of Resident State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 30 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
12-30-75

NOTED
MARIE STEPHENS

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
JAN 5 1976
DIVISION OF STATE LANDS

## PNRS STATE REVIEW

Project #: 7512 2 1250 Due Date: JAN 23 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands.

Agency Lands By Jan Haley

8716

8

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 30, 1975

TO
Executive Department
Federal Aid Coordination Unit

Central Oregon Intergovernmental
Council
1106 W. Highland
P.O. Box 575
Redmond, Oregon 97756

FROM
George N Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 10
Whittemore Road-Revere Street
The Dalles-California, U.S. Route 97
Deschutes County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be February 2, 1976.

Attachment

BLG:md

cc:
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
Carl M. Williams
R. L. Lammert
Aeronautics Div.

K

RECEIVED
STATE HWY ENGR
DEC 30 '75
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
MARIE STEPHENS

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only — 1-8] PNRS #

Page One

02 — 12] APPLICANT [45: State Highway Division
46] DIVISION [79: Department of Transportation

03 — 12] APPLICANT ADDRESS STREET [45: State Highway Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: L. W. Rulien
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Whittemore Road-Revere Street District 10

11 — 12] PROJECT LOCATION—CITY: The Dalles-California U.S. Route 97
PROJECT LOCATION—COUNTY: Deschutes
PROJECT LOCATION [79: SEC: ---- T: 16 - 17S R: 12E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 — This proposal is to conduct the necessary preliminary engineering survey to [71

06 — 12] identify a possible improvement project to be considered for future construction. [71

07 — 12] The survey begins at the intersection of Whittemore Road and The Dalles-California [71

08 — 12] Hwy. (M.P. 126.21) thence southerly to the intersection of the Highway with Revere [71

09 — 12] Street at M.P. 137.12 in the City of Bend. Total length of survey 10.91 miles. [71

10 — 12]

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 12,480 | ---- | 3,520 | ---- | ---- | 16,000 |

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation
46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 — (A) TYPE OF APPLICANT: (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12/30/75

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: February 43] DAY [44: 2 45] YEAR [46: 1976

Form PNRS-1 Page 1

# ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/30/75

VI. If project includes state funds (12C), identify agency State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

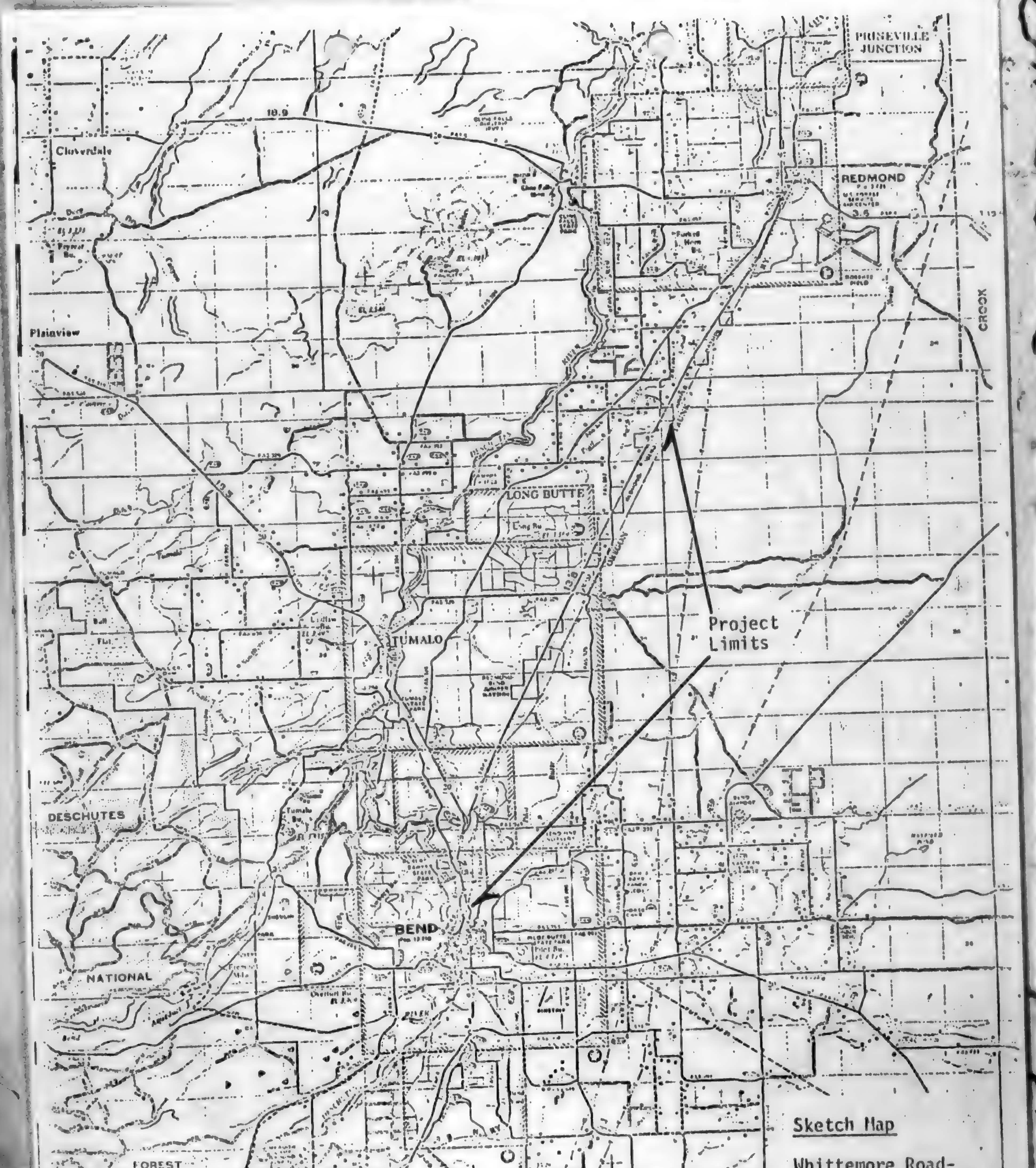
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design.


PRINEVILLE JUNCTION
REDMOND
Cloverdale
18.9
Plainview
CROOK
LONG BUTTE
TUMALO
Project Limits
DESCHUTES
BEND
NATIONAL
FOREST
LAVA BUTTE

Sketch Map

Whittemore Road-
Revere St.(Bend)

8716 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

# *Memorandum*

DATE: December 30, 1975

In reply refer to: 1041DB.4

SUBJECT: Oregon Project U-RF-123(-)
Wittemore Road-Revere Street (Bend)
The Dalles-California Highway
Deschutes County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 19 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 4, Fenton)

RECEIVED
STATE HWY ENGR
JAN 6 '76
REFER TO
Rulien
FOR
Info | Inves. | [illegible] | D&R | Sign | A.I. | [illegible] ✓

cy Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
JAN 6 1976
Office of
Assistant State Highway Engineer

8717 NE Diamond Lake Blvd.-SE Wash 197
Ave. (Roseburg) Sec. on Oakland-
Shady Hwy (Gr,pave,sign,illum & signals)

8717

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-2-80

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)* Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97303

PAID BY

*(For use of Paying Office)*

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

X Peck

☐ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 6-25-76 TO 12-31-79

FEDERAL AID PROJECT NO. M 3036 (2)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $36,204.42 | $36,066.34 | 78.19% | $28,200.74 | $28,200.74 | $ 0.00 |

RECEIVED DIVISION OFFICE BY Oregon DATE

DIVISION OFFICE REVIEW MADE BY DATE 9/2/80

PASSED FOR PAYMENT BY V.E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | **DIAMOND LAKE BLVD-WASHINGTON AVENUE (ROSEBURG)**<br>**DOUGLAS COUNTY** | | | | | |
| | Type Code ROW<br>Right of Way (Sta. 1582+50 thru Eqn. 1586+06.82 = 1592+35.40 to Sta. 1597+00) | | | | | |
| | Right of Way | All Required | | | $ 25,636.05 | |
| | Less Sales Credits | | | | (200.00) | |
| | Total ROW Costs | | | | $ 25,436.05 | |
| | Acquisition Expense | | | | | |
| | State | All Required | | | 10,630.89 | |
| | Total Participating Costs | | | | $ 36,066.94 | |
| | Non-Participating Items | | | | | |
| | Acquisition Expense | All Required | | | 137.48 | |
| | Total | | | | $ 36,204.42 | |
| | Participating costs are for right-of-way actually incorporated in the final project and all costs have been previously certified by the right-of-way Engineer. No plan revisions required. | | | | | |
| | Prepared based on Participating costs as shown on Federal Billing as of 8/14/80. | | | | | |
| | AMOUNT CARRIED FORWARD ..... | | | | | |

8717 — 1

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-920

rn

cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

5-1-80

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Douglas | DIVISION<br>Oregon |
| DATE OF REPORT<br>4/23/80 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO. |
| COMPLETION DATE<br>6/22/79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>11/20/79 | TIME ELAPSED<br>97 % | CONTRACT TIME<br>200 days |
| APPROVED EXTENSIONS<br>None | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE DIAMOND LAKE BLVD. - SE WASHINGTON AVENUE

OAKLAND - SHADY HIGHWAY

Grading, Paving, & Signing

The existing four lanes were widened to five lanes. Widening was performed on both sides. Signals were revised, illumination and landscaping installed, and a 7 ft. sidewalk-bikeway constructed on both sides.

RECEIVED
STATE HWY ENGR
MAY 2 -'80
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE<br>Original Signed by<br>T. P. LOWE | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer |
| TITLE Area Engineer — DATE 4/23/80 | TITLE Field Operations Engineer — DATE 5/1/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8717

CON 5
Contract No. 8717

December 10, 1979

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1000
Portland, OR 97232

Gentlemen:

On November 21, 1979, we wrote to you concerning release of final payment on Contract No. 8717 awarded to Roseburg Paving, Inc. for work on the N.E. Diamond Lake Boulevard-S.E. Washington Avenue (Roseburg) Section of the Oakland-Shady Highway in Douglas County.

Final payment on this contract is $8,627.28 and the total contract amount is $331,708.97, including $9,864.92 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dmc

cc: Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Keasey
Walt Hart
A. Shirley

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8717

## LETTER OF APPROVAL AND/OR AUTHORIZATION

10-15-79

FEDERAL AID PROJECT NO. F-55(3)

STATE PROJECT NO. See below

FROM:
G. L. Greeen, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80123

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 18 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-10-78

FEDERAL ROUTE NUMBER Primary 55

STATE ROUTE NUMBER Secondary 234

GENERAL LOCATION:
Diamond Lake Blvd. - S.E. Washington Avenue

GENERAL DESCRIPTION OF WORK:
Correction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Correction
See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My PR-1240 with authorization date of September 10, 1978 is hereby corrected to show correct station numbers as follows:

"Station 1601 + 40 to Station 1603 + 00"

DATE 10-15-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hessmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-012

8717

1

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

In Reply Refer to
File No.

RECEIVED
STATE HWY ENGR
NOV 9'79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

DATE: September 17, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-55(3)

Contract 8717, Work Completed June 22, 1979

Project NE Diamond Lake Blvd.-SE Washington Ave. (Roseburg)

Highway Oakland-Shady

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 9-5-79

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
NOV 8 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

8717

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

9-11-79

FEDERAL AID PROJECT NO. F-55(3)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80123

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

orig to

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO Mohring
File

DATE PS&E APPROVED 4-5-78

DATE AUTHORIZATION EFFECTIVE 9-10-79

FEDERAL ROUTE NUMBER Primary 55

STATE ROUTE NUMBER Secondary 234

GENERAL LOCATION: Diamond Lake Blvd.-S.E. Washington Ave. (Roseburg) Section

GENERAL DESCRIPTION OF WORK: Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 28, 1979, I approve the program change to extend the limits of the subject project northeasterly from station 160+40 to 160+30 and include in the character of work for this section pavement overlay. (TEC $896 - Federal Funds NTE $789)

DATE 9-11-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-918

Form 81-734-3208

8717

1-P

OREGON STATE HIGHWAY DIVISION

# Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N.E. Diamond Lake Blvd.-S.E. Wash Ave.

Date August 13, 1979

Highway Oakland/Shady

Contract No. 8717

Prefix 110-1081

County Douglas

F. A. Project No. F-55-(3)

Contractor Roseburg Paving Inc.

Order No. 3

Address P.O. Box 1427, Roseburg, Or. 97470

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair sewer lines

Location by station numbers:

1594-1597

Estimate of quantities and cost:

Labor = $645.00

Equipment = $295.00

Materials = $150.00

Estimated Total = $1090.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") During excavation of retaining wall, contractor damaged several existing sewer lines. These lines were not shown on the plans nor did anyone know they existed.

**INSTRUCTIONS:** A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

| | |
|---|---|
| Project authorization | $ 408,277.00 |
| Present estimate of project costs, including $ 1090.00 for work under this order | $ 374,766.44 |
| Expected under-run ~~over-run~~ amount | $ 33,510.56 |
| Expected under-run ~~over-run~~ per cent | 8 |

Space to right of this line is for use of Salem Office

CH. Duval

Submitted by: A.D. Vohland Resident Engineer

A.D. Vohland Asst.

Approval Recommended: Reg 3 Regional Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

For:

Approved for Construction Engineer

8-21-79

DL 8-23-79

EP*79604-734

5

8717

FORM E-1 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. Diamond Lk. Bl . S.E. Washington Ave. (Roseburg)

WEEK ENDING: June 23, 1979

SECTION PREFIX: 110-1081

HIGHWAY: Oakland/Shady

COUNTY: Douglas

NAME OF JOB: N.E. Diamond Lk. Blvd./Washington Ave.

KIND OF WORK: Grading, Paving, Signing, Illumination, and Signals

CONTRACTOR: Roseburg Paving, Inc.

CONTRACT NUMBER: 8717

FEDERAL AID PROJECT NUMBER: F-55(3)

DATE OF CONTRACT: May 4, 1978

DATE WORK STARTED: May 26, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 14 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 194

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 97

PROJECT AUTHORIZATION: $ 408,277.10

EXCLUSIVE OF ENGINEERING: $ 375,902.70

ENGINEERING AUTHORIZATION: $ 32,374.40

this week 1,880.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 370,614.84

ENGINEERING COST TO DATE: $ 33,740.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: XXXXXX UNDERRUN 2 %

PERCENT OF AUTHORIZATION: 104 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.36 | 0.36 | | | 0.36 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 1,900 cy | 720 cy | | | 4,150 tn |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 3600 tn |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 3600 tn |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 17 | Overcast & showers | 1 | | |
| MONDAY 18 | Overcast & cool | 1 | | |
| TUESDAY 19 | Overcast & warm | 1 | | |
| WEDNESDAY 20 | Prtly cloudy | 1 | | |
| THURSDAY 21 | Prtly Cloudy | 1 | | |
| FRIDAY 22 | Prtly Cloudy | 1 | | |
| SATURDAY 23 | Prtly Cloudy | 1 | | |

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
JUN 25 1979
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No activity |
| MONDAY | Contractor installed precast concrete traffic separator Type "C" |
| TUESDAY | Continued paving finish course of Type "C" "AC". Completed approximately 1/2 of project, west curb to Center Line. |
| WEDNESDAY | Completed paving operations throughout project. |
| THURSDAY | Installed sign No 3, adjusted two manholes at Douglas & Stephens St |
| FRIDAY | No activity<br>Project virtually complete |
| SATURDAY | No activity anticipated |

## REMARKS

Status of project: Complete except for minor adjustment of grates on inlets.

Total miles: 4,583

SIGNED A. D. Vohland Asst. Res. LOCATION Roseburg

Orig: Const., cc: Const.(2), Region, file C.H. Duval, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
December 29, 1978

Duane O. Christensen
Final Design Engineer

Curt Duvall
Resident Engineer

Sign Shop Drawings
NE Diamond Lake Boulevard-
SE Wasnington Street
Oakland-Shady Highway
Douglas County
Contract #8717

Enclosed find three prints each of the approved sign shop drawings for Sign 16, 17 and 21 on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Pacemaker Industries for sign fabrication.

We are also attaching a copy of Pacemaker Industries cover letter to us with the shop drawings.

WGB:ab
Attachments
cc: C. T. Keasey
Alfred Shirley, Jr.
W. G. Beard

Salem, Oregon
November 8, 1978

Merlyn Anderson

Merlyn Anderson
Acting Landscape Engineer

NE Diamond Lake Blvd.--
SE Washington Avenue
Contract No. 8717
Price Agreement No. 7

Bryant Jackmond
Contract Administration Engineer

I recommend the contractor's quote be accepted as a fair price.

Generally we estimate ground cover at .60 to .65¢ per plant installed. We would expect estimates as high as $1.00 per plant on such a small quantity.

MA:ab

RECEIVED
NOV 0 8 1978
ENGINEERING SECTION

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Anderson___
___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

8717 7-3

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| **FROM:**<br>G. L. Green, Division Administrator<br>Salem, Oregon | **PROGRAM NO.**<br><br>**ITEM NO.**<br>M-82 | **FEDERAL AID PROJECT NO.**<br>M-3035(2)<br>**STATE PROJECT NO.**<br>See below<br>**COUNTY NAME**<br>Douglas<br>**PROGRAM STAGE** (Check)<br>☐ 1. ☐ 2. |

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| **DATE PS & E APPROVED** | **DATE AUTHORIZATION EFFECTIVE**<br>7-31-78 | **FEDERAL ROUTE NUMBER**<br>FAU 3035<br>**STATE ROUTE NUMBER**<br>Secondary 234 |

**GENERAL LOCATION:**

Diamond Lake Blvd.--Washington Ave. (Roseburg)

**GENERAL DESCRIPTION OF WORK:**

Acquisition of Right-of-Way

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Swan's letter of July 21, 1978, you are authorized to proceed with the actual acquisition of file No. 50289 on R/W map 5B-5-21A TEC NTE $900 - F.F. $703.

Federal participation is limited to that right-of-way actually incorporated in the final location.

8-1

| | | |
|---|---|---|
| **DATE**<br>7-31-78 | **SIGNATURE OF APPROVING OFFICIAL**<br>G. K. Hossner | **TITLE**<br>for Division Administratpr |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8717 7-27-7

9

U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-3035(2)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. M-82

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-17-78

FEDERAL ROUTE NUMBER FAU 3035

STATE ROUTE NUMBER Secondary 234

GENERAL LOCATION:

Diamond Lake Blvd.-Washington Ave.

GENERAL DESCRIPTION OF WORK:

Acquisition of easement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY easement
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-13-78 you are authorized to proceed with the actual acquisition of a permanent drainage easement as outlined on sketch map showing parcel No. 26503. TEC NTE $500 - F.F. $390.

DATE 7-27-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8717

STATE COPY

OMB No. 04-R2089

9

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-101 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-13-78 | State<br>Oregon<br>County<br>Douglas<br>Project No.<br>F-55(3) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, Diamond Lake Blvd., S.O. 17 Miles

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-5-78 | 0.241 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 407,141 | $ 349,204 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By for

Technical Services Engineer
*(Title)*

By

Ad. State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon - May 23, 1978

Federal Aid Project
No. F-55(3)

N.E. DIAMOND LAKE BLVD.-S.E. WASHINGTON AVE. (ROSEBURG)
OAKLAND-SHADY HIGHWAY
DOUGLAS COUNTY

Project Agreement Estimate

Type Code 6203
Roadway (Sta. 1582+40-1586)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 19,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 20,000.00 |
| Temporary Signs | 400 sq.ft. | 6.00 | 2,400.00 |
| Temporary Barricades | 10 each | 100.00 | 1,000.00 |
| Temporary Plastic Safety Markers | 12 each | 15.00 | 180.00 |
| Flagmen | 2,000 hours | 17.50 | 35,000.00 |
| Clearing and Grubbing | All Required | | 9,000.00 |
| Removal of Structures and Obstructions | All Required | | 12,000.00 |
| General Excavation | 1,900 cu.yd. | 5.00 | 9,500.00 |
| Trench Excavation | 152 cu.yd. | 10.00 | 1,520.00 |
| Finishing Roadbed and Slopes | All Required | | 5,000.00 |
| Furnishing and Placing Topsoil | 85 cu.yd. | 9.00 | 765.00 |
| Watering | 30 M-gal. | 10.00 | 300.00 |
| Structure Excavation | 130 cu.yd. | 7.00 | 910.00 |
| Aggregate Base | 720 tons | 9.00 | 6,480.00 |
| Class "B" Asphalt Concrete | 4,150 tons | 20.00 | 83,000.00 |
| Asphalt in Tack Coat | 3 tons | 150.00 | 450.00 |
| Concrete in Wall | 121 cu.yd. | 180.00 | 21,780.00 |
| Reinforcement in Wall | 6,540 lb. | 0.50 | 3,270.00 |
| 12 inch Sewer Pipe | 312 lin.ft. | 12.00 | 3,744.00 |
| Extra for Pipe Under Pavement | 50 lin.ft. | 20.00 | 1,000.00 |
| Concrete Inlets, Type CG-1 | 5 each | 425.00 | 2,125.00 |
| Concrete Walks | 1,260 sq.yd. | 15.30 | 19,278.00 |
| Concrete Driveways | 240 sq.yd. | 18.00 | 4,320.00 |
| Sidewalk Ramps | 1 each | 500.00 | 500.00 |
| Concrete Curbs | 2,080 lin.ft. | 4.30 | 8,944.00 |
| Concrete Traffic Separators | 140 lin.ft. | 4.50 | 630.00 |
| Extra for Asphalt Approaches | 2 each | 100.00 | 200.00 |
| Adjusting Manholes | 2 each | 150.00 | 300.00 |
| Capping Inlets | 4 each | 150.00 | 600.00 |
| Bark Mulch | 3 units | 150.00 | 450.00 |
| Removal of Existing Sign Installations | All Required | | 150.00 |

| | | | |
|---|---|---|---|
| Wood Sign Posts | All Required | | $ 990.00 |
| Sign Support Footings | All Required | | 770.00 |
| Breakaway Sign Posts | All Required | | 770.00 |
| Single Post Breakaway Sign Supports | All Required | | 330.00 |
| Special Sign Mounts | All Required | | 770.00 |
| Type "A" Signs in Place | 128 sq.ft. | 17.50 | 2,240.00 |
| Type "C" and "D" Signs in Place | 58 sq.ft. | 8.50 | 493.00 |
| Type "U" Signs in Place | 9 sq.ft. | 11.00 | 99.00 |
| Type "T" Signs in Place | 45 sq.ft. | 8.50 | 382.50 |
| Move and Reinstall Existing Signs | All Required | | 550.00 |
| | | | $284,340.50 |
| Anticipated Items | | | |
| Permanent Pavement Striping and Buttons (S.F.) | All Required | | $ 1,500.00 |
| Temporary Pavement Striping (S.F.) | All Required | | 1,300.00 |
| Remove Pavement Striping (Ext. & Temp.) (S.F.) | All Required | | 1,000.00 |
| | | | $ 3,800.00 |
| | Subtotal | | $288,140.50 |
| | Engineering (13.5%) | | 38,898.50 |
| | Total | | $327,039.00 |
| Type Code Y030 | | | |
| Illumination | | | |
| Removal of Illumination | All Required | | $ 1,725.00 |
| Pole Foundations | All Required | | 4,950.00 |
| Roadway Lighting Poles | All Required | | 8,800.00 |
| Luminaires and Ballasts | All Required | | 2,900.00 |
| Switching, Conduit, Wiring, Lamps, Etc. | All Required | | 9,300.00 |
| | Subtotal | | $ 27,675.00 |
| | Engineering (13.5%) | | 3,736.00 |
| | Total | | $ 31,411.00 |
| Type Code Y031 | | | |
| Signals | | | |
| Traffic Signal Installation, Complete | All Required | | $ 42,900.00 |
| | Subtotal | | $ 42,900.00 |
| | Engineering (13.5%) | | 5,791.00 |
| | Total | | $ 48,691.00 |

Oregon State Highway Division
Salem, Oregon - May 23, 1978

Federal Aid Project
No. F-55(3)

Length of Roadway: 0.241 miles

Cost of Roadway Per Mile: $1,357,008.29

Summary of Funds (85.77%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $327,039 | $280,501 | $46,538 |
| Illumination | 31,411 | 26,941 | 4,470 |
| Signals | 48,691 | 41,762 | 6,929 |
| Total | $407,141 | $349,204 | $57,937 |

Group 1 - 100%
Contract No. 8717
Prefix 110-1081

N.E. DIAMOND LAKE BLVD.-S.E. WASHINGTON AVE. (ROSEBURG)
(Non-participating - State work)

| | | |
|---|---|---|
| State Responsibility for Damages | All Required | $ 1,000.00 |

8717

9

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
A. W. Bates
L. E. George

May 25, 1978

Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8717 for work on the N.E. Diamond Lake Boulevard-S.E. Washington Avenue (Roseburg) Section of the Oakland-Shady Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Fidelity & Deposit Company of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Fidelity & Deposit Co. of Maryland
Baltimore, MD

8717

bc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
A. W. Bates
L. E. George
SAIF
Fran

May 5, 1978

Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

Gentlemen:

The Oregon Transportation Commission on May 4, 1978, accepted your proposal for work on the N.E. Diamond Lake Blvd.-S.E. Washington Ave. (Roseburg) Section of the Oakland-Shady Highway in Douglas County for the sum of $354,915.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 8717.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 17, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8717 8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

April 11, 1978

H Coulter

**FROM:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

**TO:** FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
FAP No. M-000C(4)
Multnomah County

    Traffic signals.

    Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
Arndt Road
Clackamas and Marion Counties

    Structure and approaches.

    Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
Warm Springs Intchge-Salmon River Curves
Mt. Hood and Warm Springs Highways
Clackamas County

    Paving

    Because of a lack of demonstrated need, a bikeway is not being established at this time.

    Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
Oregon Coast Highway
Coos County

Painting.

Same as No. 1.

5. Old Coast Highway-Boat Basin Road
Lower Harbor County Road
Curry County

Grading and paving.

Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
The Dalles-California Highway
Deschutes County

Grading and paving.

Four-foot shoulders provided on this project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
Oakland-Shady Highway
Douglas County

Grading, paving, signals.

Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
John Day Highway
Gilliam County

Aggregate crushing.

Same as No. 1.

9. Dayville Rock Production
John Day Highway
Grant County

Aggregate crushing.

Same as No. 1.

10. Main St at Canyon Blvd (John Day)
John Day Highway
Grant County

Traffic signals.

Same as No. 1.

11. S Ashland Intchge-California State Line
Pacific Highway
Jackson County

Paving.

Same as No. 1.

Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
City Streets
Jackson County

Grading and paving.

Twenty-eight-foot curbed section.

Same as No. 6.

13. Wolf Creek Tavern State Wayside
Josephine County

Grading, paving and sewers.

Same as No. 1.

14. Armitage State Park
Lane County

Buildings.

Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
Santiam Highway
Linn County

Grading and paving.

The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
Calapooia River Road
Linn County

Grading and structure.

Four-foot shoulders provided on this section.

Same as No. 6.

17. Crooked Creek
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

18. Hot Springs Road-McDermitt
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
East Portland Freeway
Multnomah County

Grading and paving.

Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8717

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 6, 1978

FROM: J. H. Versteeg
Engineering

SUBJECT: Design Review
Noise Study Reports

TO: E. S. Hunter
Technical Services Engineer

RECEIVED
TECHNICAL SERVICES
APR 7 '78
REFER TO
FOR

| Info | Inve. | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

For the past 1-1/2 years Adrian Olson has been reviewing and making recommendations on noise study reports. I assigned him this responsibility because of his interest and knowledge of the project development process. Following is a partial list of projects that have been reviewed since January of 1977.

1. S.W. Sheridan-S.W. Slavin Road (Portland) - Construction of the indicated walls would not be an appropriate expenditure of public funds and should not be considered for inclusion in the contract.

2. Head Road-Airport Road (Medford) - Recommended that no attenuation be considered for this project.

3. Pacific Blvd.-34th Ave. (Albany) - Construction of a noise attenuation wall for the apartment complex would not appear to be in the public interest. Nothing done under the project would preclude such construction in the future if desired.

4. Sweet Home W.C.L.-9th Avenue Section -

    a. This is a typical urban street project with minor noise increases, primarily due to normal increase in traffic. The attenuation measures identified do not appear justifiable expenditures of public funds for the benefits they would provide

    X b. An exception to this might be for the two houses on Osage Street which loose their existing protection and could expect an increase of 8 to 9 dBA at this time. I would suggest consideration of a 6 to 8 foot timber wall as a test section.

5. Oregon Way Channelization (Woodburn) - Since the project will not have a perceptable noise impact and the costs are high compared to probably benefits it is recommended that the barrier not be constructed at this time.

6. Diamond Lake Blvd.-Washington Ave. (Roseburg) - Nothing we do under this project precludes construction of attenuation at some future date if desired. I recommend that no attenuation be provided under the current project.

7. 99th Avenue Section (I-205) - For the above reasons it would not seem appropriate to construct a sound wall at this location.

8. Sisters Jct.-E. First St. (Bend) - There would be no apparent adverse impacts to the road design, assuming that acceptable end treatments can be provided for the wall to get adequate sight distance for the approaches at each end as well as reducing the hazard of the end of the wall. Some right-of-way may be required.

By letter to Gary Potter dated October 19, 1977, Adrian Olson outlined the procedures and criteria that he would use in noise study report analysis. Based on these guidelines, an uneasy truce has been maintained between the Environmental Section and Engineering Section.

Starting with the Oregon Way Channelization project (Woodburn), dissatisfaction with these recommendations has surfaced.

On March 13, 1978, Gary Potter wrote a letter outlining Noise Study Report Information Requirements. In response to this request we furnish only engineering designs, costs and possibly adverse impacts on the road design. An example of this is March 29, 1978, comments on the Sisters Jct.-E. First Street (Bend) noise study report which does not include any recommendations.

Attached are copies of Olson's comments on the eight projects listed, a copy of the October 19, 1977, letter on Design Review Guidelines and a copy of Mr. Potter's March 13, 1978, outline of information requirements for noise study reports.

JHV:ab
Attachments

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 28, 1978

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Noise Study Report
NE Diamond Lake Blvd.-
SE Washington Ave.
Oakland-Shady Highway
Douglas County

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Savage___

RECEIVED
MAR 29 1978
ENGINEERING SECTION

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

Tony George's memo recommended that:

1. The noise study report should be submitted to the local government agency for review and comment and that comments should be solicited on proposed future land use in the corridor, the desirability of the proposed mitigation as a means of protecting the noise environment of the land use, and steps that may be taken to prevent future incompatible land use activities.

2. Survey the receptors in the area to determine if the proposed mitigation is desirable or acceptable.

In line with FHPM 7-7-3, we are required to cooperate with local officials by furnishing:

1. Approximate generalized future noise levels (for various distances from the highway improvement) for both developed and undeveloped lands or properties in the immediate vicinity of the project;

2. Information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels; and,

3. The F.H.W.A. policy regarding land use development or changes which are initiated after issuance of this directive (as described in paragraph 12c[2]).

It would seem inappropriate to ask for their comments in regard to elements of "proposed mitigation" until a determination has been made that O.D.O.T. can justify their construction with roaduser funds and intends to provide them unless the local jurisdictions have reasons why they should not be built.

A survey of the receptors to determine if the proposed mitigation is desirable or acceptable as recommended is appropriate if there are some guidelines to help make that decision.

Costs should be compared to benefits according to FHPM 7-7-3 not to total project costs, state or local share, etc. Spelling out benefits in terms of something other than dBA reduction per building or person would seem necessary in order to make a value judgement on the economic reasonableness of the work. I am sure that this is a nationwide concern but to date I have not seen it addressed.

I find it impossible to develop a positive attitude and I am sure this is true of others faced with the same problem.

ADO:ab
cc: E. S. Hunter
Gary Potter

Salem, Oregon
January 25, 1978

76

A. D. Olson
Preliminary Design Engineer

Diamond Lake Blvd.-
Washington Ave.
Oakland-Shady-Highway
Douglas County

MEMO TO THE FILES

The noise study on the listed section indicates that there are three residences and a Clinic that have existing noise levels above the guideline figure of 70 dBA $L_{10}$.

The two residences on the west have access to the highway and an effective sound wall could not be constructed for that reason. The residence and Clinic on the east side could be provided about 4 to 5 dBA attenuation by construction of a 10 to 12 foot high wall 350 feet long. This would cost about $35,000. The data indicates that the noise levels at the various buildings will be the same whether the project is constructed or not, both now and in 1993.

The project does not increase the noise over the existing condition. The cost of attenuation is high and the possible benefits do not appear significant.

Nothing we do under this project precludes construction of attenuation at some future date if desired. I recommend that no attenuation be provided under the current project.

ADO:ab
cc: Gary Potter

8717 4-5-78 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-55(3)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80123

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED
4-5-78

DATE AUTHORIZATION EFFECTIVE
4-5-78

FEDERAL ROUTE NUMBER
Primary 55

STATE ROUTE NUMBER
Secondary 234

GENERAL LOCATION:
"NE. Diamond Lake BLVD - SE. Washington Avenue (Roseburg) Section"

GENERAL DESCRIPTION OF WORK:
Grade, Drain, Pave and Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) : Permanent Pavement Striping and Buttons (SF) $1,500
Temporary Pavement Striping (SF) $1,300
Remove Pavement Striping (Ext. & Tem) (SF) $1,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $363,376, Federal funds $311,775.

A signed copy of the Title Sheet is returned herewith.

Swan
w/enc
4-10

DATE
4-5-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM [illegible] [illegible]

U.S. GOVERNMENT PRINTING OFFICE: [illegible]

8717 234

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/30/78
Donald L. Dent

4-27-78 Bid Letting ______________ All Clear Deadline

SECTION NE DIAMOND LAKE BLVD.-SE WASH. AVE. (ROSEBURG)
Highway Oakland/Shady
County Douglas Region 3
Type of Work G.P. Signal, Illum. Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Statewide |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8717 9

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
March 29, 1978
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section
ORIGINAL SIGNED BY
GARY A. POTTER

TO: Anthony J. George
Engineering Coordinator
Environmental Section

SUBJECT: NE Diamond Lake Blvd.-SE
Washington Avenue
Oakland Shady Highway No. 234
Douglas County
Noise Study Report

NOTED
E. S. HUNTE

I have reviewed Mr. Hunter's instructions and the subject file. Please prepare the subject report for this month's clearance letter with the following items incorporated:

1. No mitigation
2. No local coordination

I have not yet had time to discuss this situation with Mr. Versteeg, or Mr. Hunter, but I plan to do so soon.

I do not agree with the decision because an adequate process was not followed. But the instructions are to process the job, so we will do just that so as not to cause further delay in the project. The item of further delay is the most compelling rationale in this decision.

I will immediately proceed to set-up a meeting with Mr. Versteeg and Mr. Hunter to discuss our process and set-up provisions for the following:

1. Suitable internal procedures for noise study report processing and approvals.

2. Suitable local cooridnation procedures as required by FHPM 7-7-3.

GAP:ss

cc: E. S. Hunter
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
MAR 29 '78
REFER TO

FOR

| Info | Inve. | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8717 23¢

FORM 81.734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 28, 1978

FROM: A. D. Olson
Preliminary Design Engineer

ADOlson

TO: MEMO TO THE FILES

SUBJECT: Noise Study Report
NE Diamond Lake Blvd.-
SE Washington Ave.
Oakland-Shady Highway
Douglas County

1 Versteeg
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 29 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard
Dorn
Cole
Sample
Eriksen FE
Watson
Hager
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Tony George's memo recommended that:

1. The noise study report should be submitted to the local government agency for review and comment and that comments should be solicited on proposed future land use in the corridor, the desirability of the proposed mitigation as a means of protecting the noise environment of the land use, and steps that may be taken to prevent future incompatible land use activities.

2. Survey the receptors in the area to determine if the proposed mitigation is desirable or acceptable.

In line with FHPM 7-7-3, we are required to cooperate with local officials by furnishing:

1. Approximate generalized future noise levels (for various distanc from the highway improvement) for both developed and undeveloped lands or properties in the immediate vicinity of the project;

2. Information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels; and,

3. The F.H.W.A. policy regarding land use development or changes which are initiated after issuance of this directive (as described in paragraph 12c[2]).

It would seem inappropriate to ask for their comments in regard to elements of "proposed mitigation" until a determination has been made that O.D.O.T. can justify their construction with roaduser funds and intends to provide them unless the local jurisdictions have reasons why they should not be built.

A survey of the receptors to determine if the proposed mitigation is desirable or acceptable as recommended is appropriate if there are some guidelines to help make that decision.

Costs should be compared to benefits according to FHPM 7-7-3 not to total project costs, state or local share, etc. Spelling out benefits in terms of something other than dBA reduction per building or person would seem necessary in order to make a value judgement on the economic reasonableness of the work. I am sure that this is a nationwide concern but to date I have not seen it addressed.

I find it impossible to develop a positive attitude and I am sure this is true of others faced with the same problem.

ADO:ab
cc: E. S. Hunter
Gary Potter

8717

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 16, 1978

Salem, OR 97310

FILE:

NOTED
S. HUNTER

**FROM:** Gary A. Potter, Manager
Environmental Section Gary

**TO:** E. S. Hunter
Technical Services Engineer

**SUBJECT:** NE Diamond Lake Blvd.-SE Washington Ave.
Oakland-Shady Highway No. 234
Douglas County
Noise Study Report

The attached report is self-explanatory. It appears that we have a reasonable opportunity for noise mitigation on this project. At any rate, Items a and b of Tony's recommendation needs to be done. The institution of Item a as part of our noise report process will be beneficial in the long run, i.e., local government must take into account roadway noise in their planning process.

I recommend we proceed with the survey as outlined in FHPM 7-7-3 and Items a and b of Tony's memo.

By copy of this memo, I'm asking Mr. Versteeg and Mr. Shirley for their comments.

GAP:ss

Attachment

cc: J. H. Versteeg w/attach
A. Shirley, Jr. w/attach

3-17-78

Gary

Back off - There is no change in dBA from no build to build. Let's get on with the job.

Ed

cc Versteeg
Shirley

RECEIVED
TECHNICAL SERVICES
MAR 16 '78
REFER TO
FOR

| Info | Inves | K/D | W/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 13, 1978
Salem, OR 97310

FILE:

FROM: Anthony J. George Tony
Air & Noise Coordinator

TO: Gary A. Potter, Manager
Environmental Section

SUBJECT: NE Diamond Lake Blvd.-SE Washington Ave.
Oakland - Shady Highway No. 234
Douglas County

Noise Study Report

Attached is the Noise Study Report for the above referenced project. This project is currently scheduled for an April contract letting and therefore would normally be included in our March clearance memo. As a result of reviewing the report, I am recommending that noise mitigation be further considered as part of this project and that it's current letting schedule be delayed until the following recommended actions can be completed:

a. submission of the attached report to the appropriate local government agency for review and comment. Specifically, comments should be solicited on proposed future land use in the corridor, the desirability of the proposed mitigation as a means of protecting the noise environment of the land use, and steps that may be taken to prevent future incompatible land use activities.

b. survey the receptors in the area to determine if the proposed mitigation is desirable or acceptable.

The above activities could be carried out by our regional environmentalist, local right-of-way agent, etc.

I feel the above course of action is prudent considering:

a. noise abatement is feasible--reducing $L_{10}$ noise levels in 1993 from 75 dBA to 70 dBA at second story window and from 75 dBA to 67 dBA at the ground level.

b. costs of the proposed abatement measures are reasonable, being perhaps as low as $5,000 and not higher than $35,000 (2%-7% of total project cost respectively--state share, $1,100-$8,000 respectively).

c. Six structures would receive abatement benefits--5 residences and a community discussion center.

Please advise me of your recommended course of action in this matter.

AJG:cjh

Attachment

# NOISE STUDY REPORT

NE Diamond Lake Blvd. - SE Washington Ave. Section
Oakland-Shady Highway
Douglas County

Prepared by
Oregon Department of Transportation
Oregon State Highway Division
Steve Lindland, Acoustical Engineer

March 1978

NE Diamond Lake Blvd.-SE Washington Ave.
Oakland-Shady Highway
Douglas County

## Project Description

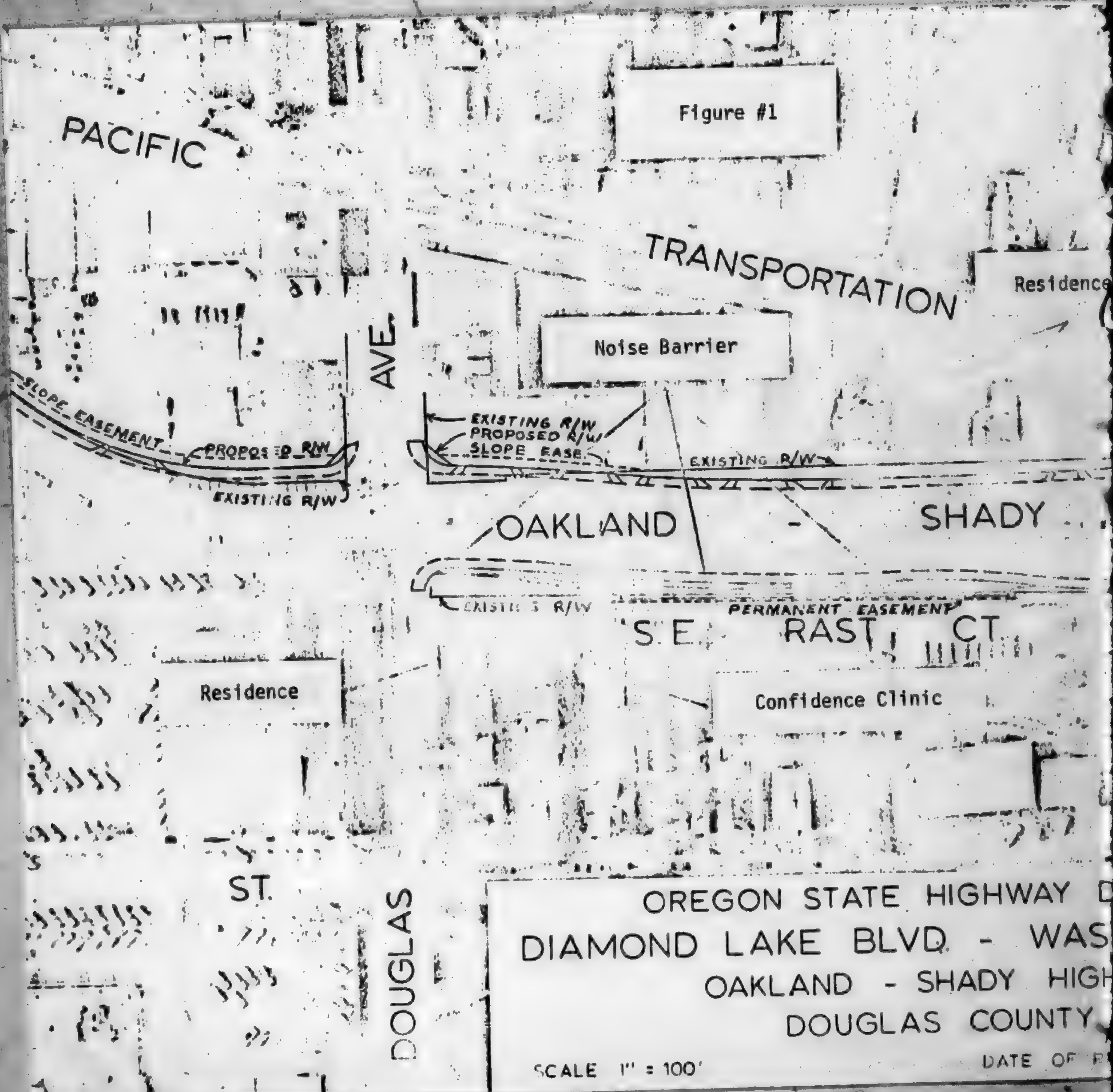
The Diamond Lake Blvd. - Washington Ave. project will widen the existing four lane facility to five lanes. To accommodate the fifth lane, grading and paving will be needed along both sides of the roadway. As part of this widening, a 300 ft. retaining wall will be constructed between Stephens Street (Oakland-Shady Highway) and Rast Court. The total length of the project is about 2,000 feet.

## Traffic Noise Analysis

Land use along the project includes a Confidence Clinic, three residences, five businesses, and some undeveloped land. Figure #1 shows the locations of the clinic and the residences. These four structures are all two story buildings.

A 20 minute measurement of existing noise levels was taken on December 22, 1977 at 11:30 a.m. The measurement site was located near the residence at the corner of Stephens Street and Douglas Avenue. The measured noise level was $L_{10}$ 72 dBA. The primary noise source was from traffic on Stephens Street, with only a small portion of the noise environment coming from Douglas Avenue. Another noise source in the area, although not a contributor during the measurement, is the Southern Pacific Railroad. The railroad line is located just westerly of Stephens Street. Thus, the noise from the railroad would have the greatest effect on the receptors located along that side of the highway.

Figure #1


PACIFIC
TRANSPORTATION
Residence
Noise Barrier
AVE
SLOPE EASEMENT
PROPOSED R/W
EXISTING R/W
EXISTING R/W
PROPOSED R/W
SLOPE EASE.
EXISTING R/W
OAKLAND - SHADY
EXISTING R/W
PERMANENT EASEMENT
S.E. RAST CT.
Residence
Confidence Clinic
ST.
DOUGLAS
OREGON STATE HIGHWAY D
DIAMOND LAKE BLVD - WAS
OAKLAND - SHADY HIGH
DOUGLAS COUNTY
SCALE 1" = 100'
DATE OF P

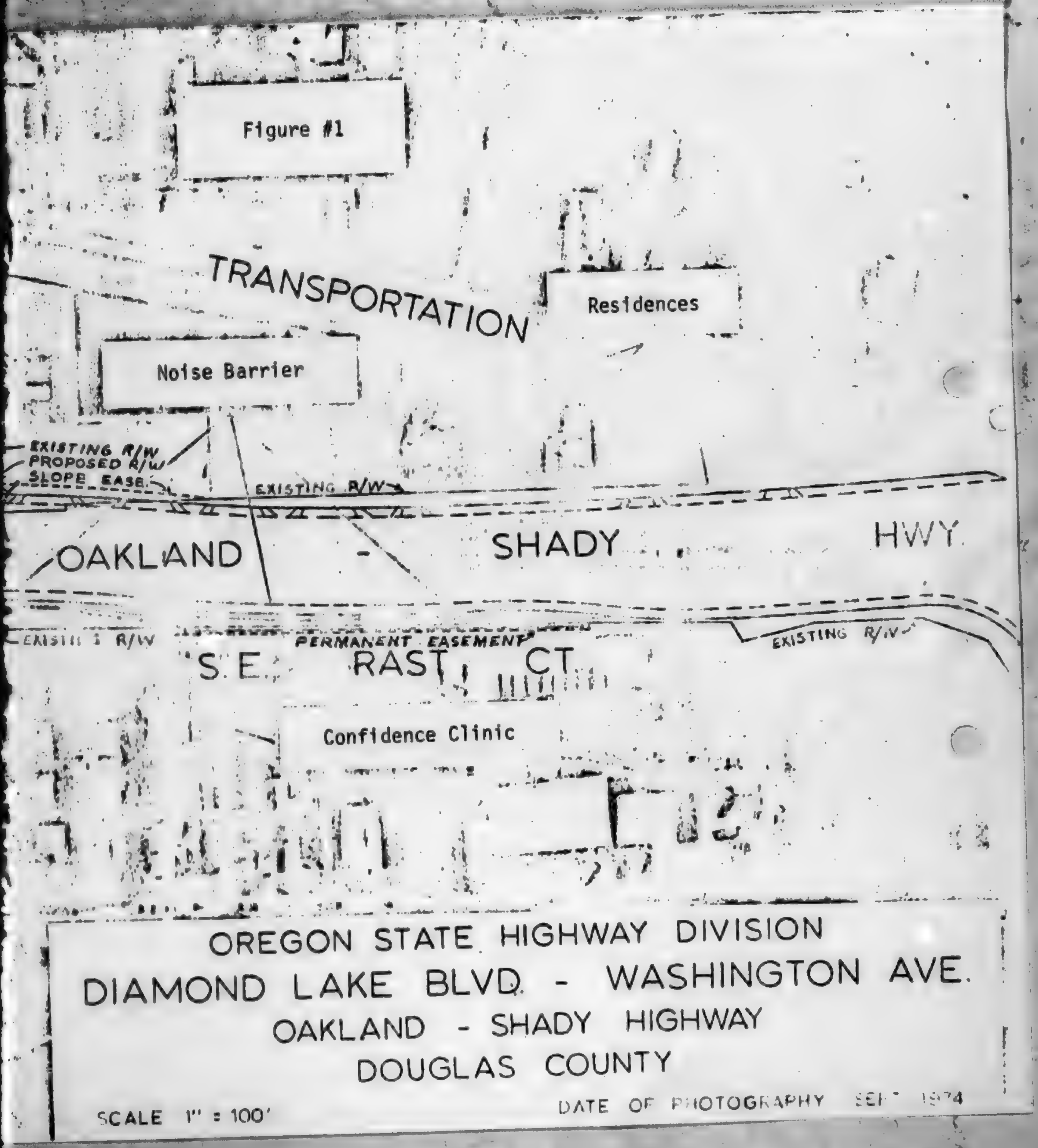


Figure #1
TRANSPORTATION
Residences
Noise Barrier
EXISTING R/W
PROPOSED R/W
SLOPE EASE.
EXISTING R/W
OAKLAND - SHADY HWY
EXISTING R/W
PERMANENT EASEMENT
EXISTING R/W
S.E. RAST CT
Confidence Clinic
OREGON STATE HIGHWAY DIVISION
DIAMOND LAKE BLVD. - WASHINGTON AVE.
OAKLAND - SHADY HIGHWAY
DOUGLAS COUNTY
SCALE 1" = 100'
DATE OF PHOTOGRAPHY SEPT 1974

## Table #1

## Traffic Data

| | 1978 | 1993 |
|---|---|---|
| Peak Vehicular Hour, 3-4 p.m. | 1,900 vehicles | 2,950 vehicles |
| | 6% trucks | 6% trucks |
| Peak Truck Hour, 11-12 a.m. | 1,450 vehicles | 2,250 vehicles |
| | 8% trucks | 8% trucks |

## Table #2

$L_{10}$ Traffic Noise Levels During Peak Truck Hour (   dBA)

| | No Build | | Build, w/o Barrier | | Build, w/Barrier* | |
|---|---|---|---|---|---|---|
| | 1978 | 1993 | 1978 | 1993 | 1978 | 1993 |
| Residence and Clinic, East Side of Stephens Street | | | | | | |
| Ground Floor | 73 | 75 | 73 | 75 | 65 | 67 |
| Second Floor | 73 | 75 | 73 | 75 | 68 | 70 |
| Residences, West Side of Stephens Street | | | | | | |
| | 79 | 81 | 79 | 81 | - | - |

*Acoustic Barrier has a height of 10-12 feet and a length of 350 feet.

Traffic noise level projections are made using the NCHRP Report 117/144 prediction model. The method accounts for the variations in vehicular volume, truck mix, vehicular speed, the distance from the roadway, and topography. The data for the peak vehicular hour and the peak truck hour are given in Table #1. Analysis of these two periods showed that the peak truck hour created the worst traffic noise condition. The projected $L_{10}$ levels for the residences and the clinic are given in Table #2. As shown, the project should not change the existing noise levels at the receptors. The projected noise levels though, will exceed the design noise level of $L_{10}$ 70 dBA. Therefore, these four receptors will be impacted by traffic noise.

## Mitigation

Reduction of noise levels may be accomplished with sound barriers, such as suitable walls or earthen berms. To be effective, sound barriers must be at least high enough as to break the line-of-sight with the sound producing source. They also should be long enough or situated to prevent the flanking of the sound around the ends of the barrier. Barriers must also be designed so that significant amounts of sound can not pass through the barrier and reduce its total effectiveness.

Due to the above requirements, the reduction of excessive traffic noise with sound barriers is not feasible for the two residences on the west side of Stephens Street. Accesses to these houses from Stephens Street would hinder any attempt to design effective sound barriers. Modification of the access to these houses does not appear feasible because of the location of the Southern Railroad line in the area.

Accesses for the easterly residence and clinic do not lead directly to Stephens Street. Therefore, a barrier could be situated as shown in Figure #1. Such a barrier would have to be 12 feet in height at the southern end and 10 feet in height at the northern end. The barrier length would be about 350 feet. The anticipated reduction from this barrier for the second floor of the buildings is 5 dBA. The ground floor receptors could expect reductions of 6-10 dBA. In addition to the two impacted structures, four residences are located along Rose Street. These residences should just be under the design noise level. The barrier would also provide some acoustic shielding for these houses.

Preliminary road design has estimated the cost of this barrier to be $35,000. Pacific Corrugated Pipe Company has developed a COR-TEN sound barrier. They list an approximately installed price of $21.00 - $23,00 per linear foot for a 10 ft. barrier, Table #3. Using this as a guideline, the 350 ft. barrier would cost $8,000.

The total estimated cost of the project is $500,000. Of this amount, the state's matching share is $71,000 (14%). Using this ratio, the cost to the state for the barrier would be $4,900 for the $35,000 estimate and $1,100 for the $8,000 estimate. The barrier's cost, as a percentage of the total project cost, would be 7%/2% for the $35,000/$8,000 estimates.

## Exception to the Design Noise Level

This project is a Type I-B project according to FHPM 7-7-3. Therefore exceptions to the design noise levels are not required.

PACIFIC
CORRUGATED PIPE CO.

## PERMAFENCE PRICING

| HEIGHT | WT/FT | MTL. ONLY | APPROXIMATE INSTALLED PRICE |
|---|---|---|---|
| 6' | 10.7# | 5.25 | $11.00-$11.50 |
| 7' | 12.6# | 7.00 | $14.00-$15.00 |
| 8' | 14.5# | 8.00 | $15.00-$17.00 |
| 10' | 18.3# | 11.00 | $21.00-$23.00 |

All prices F.O.B. Sacramento Plant

Installed Price of Redwood Cap $.75/ft

Table 3

EXECUTIVE OFFICES: P.O. BOX 2450, NEWPORT BEACH, CALIF. 92663 (714) 640-5411

*Serving the Western States from:*

## Construction Noise

Areas adjacent to the project will also be exposed to additional noise levels during construction. These noise levels will come from the temporary relocation of traffic and from the construction equipment used. Figure #2 shows the typical ranges of noise levels for construction equipment (at 50 ft.) which might be used during construction. The two residences on the west side of Stephens Street are about 25 feet from the nearest edge of the new highway. Thus, the highest noise levels from the construction equipment may be approximately 3 dBA higher than those reported in Figure #2. The residence and the clinic, on the other hand, are about 50 feet from the nearest edge. Therefore, the highest noise levels experienced by these two receptors during construction should be approximately those values in Figure #2.

The previously mentioned sound barrier could possibly be built after the grading work had been finished on the eastern side of Stephens Street. Thus, the residence and the clinic would have some shielding from the construction noise during the final phases of the project.

## Coordination with Local Officials

As of this report, no coordination with local officials has occured with respects to noise impacts.

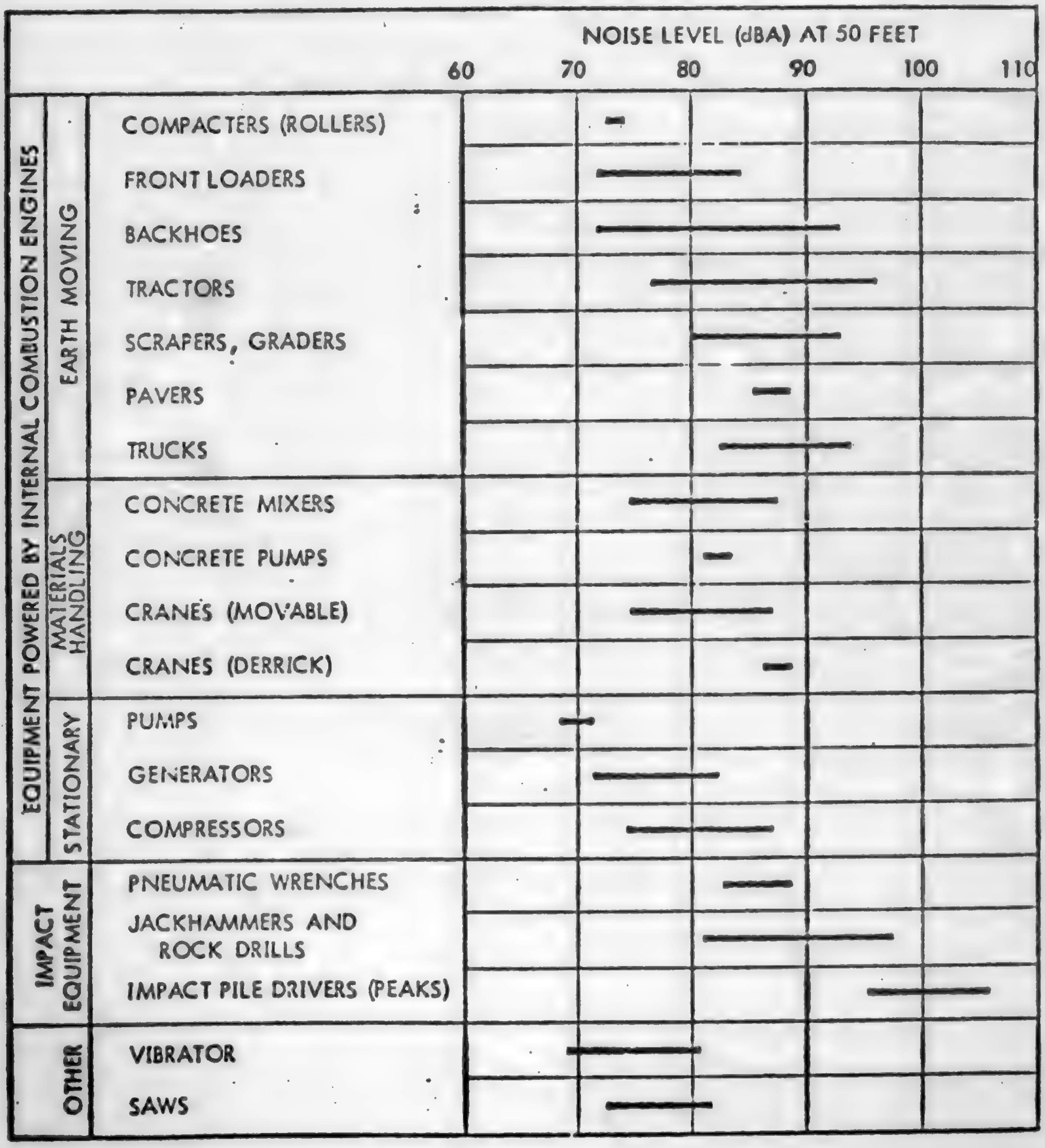
Significant items related to land use are:

a. Existing and projected future noise levels are inconsistent with the FHWA design noise level of 70 dBA $L_{10}$ and are therefore incompatible with activity category B (FHPM 7-7-3--see Appendix A).

b. Construction of the barrier described in this report would lower noise levels easterly of the project. Category B activities would then be compatible with FHWA design noise levels.

Figure 2

Construction Equipment Noise Ranges



8717

234

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 25, 1978

FILE:

A D Olson

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Diamond Lake Blvd.-
Washington Ave.
Oakland-Shady Highway
Douglas County

The noise study on the listed section indicates that there are three residences and a Clinic that have existing noise levels above the guideline figure of 70 dBA $L_{10}$.

The two residences on the west have access to the highway and an effective sound wall could not be constructed for that reason. The residence and Clinic on the east side could be provided about 4 to 5 dBA attenuation by construction of a 10 to 12 foot high wall 350 feet long. This would cost about $35,000. The data indicates that the noise levels at the various buildings will be the same whether the project is constructed or not, both now and in 1993.

The project does not increase the noise over the existing condition. The cost of attenuation is high and the possible benefits do not appear significant.

Nothing we do under this project precludes construction of attenuation at some future date if desired. I recommend that no attenuation be provided under the current project.

ADO:ab
cc: Gary Potter

JHWustey
[illegible] Engr.

RECEIVED
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ENGINEERING SECTION

✓ Versteeg
Christensen
George
Olson
Temple
Sullivan
Bean
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# DIAMOND LAKE BLVD.-WASHINGTON AVE. PROJECT
# OAKLAND-SHADY HIGHWAY
# DOUGLAS COUNTY

The Diamond Lake Blvd.-Washington Ave. project will improve a section of Stephens Street in Roseburg. The project will widen the existing four-lane facility to five lanes. This action will also necessitate an alignment shift up to 15 feet. Land use along the project includes the Confidence Clinic, three residences, several businesses, and some undeveloped areas.

A measurement of existing noise levels was taken on December 2, 1977. The measurement was positioned near the residence at the corner of Douglas Ave. and Stephens Street. The recorded noise level was an $L_{10}$ 72 dBA. This level does not represent the worst noise period though. Traffic data was obtained for 1978 and 1993. Both the peak vehicular hour and the peak truck hour were analyzed for traffic noise. From this analysis, the peak truck hour yielded the worst noise condition. Thus, the peak ~~truck~~ noise hour should produce an $L_{10}$ 73 dBA at the measurement site. Further calculations were made for the year 1993. Noise levels were also calculated for the two residences along the west side of Stephens Street. The results of the calculations are given in Table 1.

The traffic noise level projections shown are clearly over the design level of $L_{10}$ 70 dBA. Reduction of excessive noise with acoustic barriers is not feasible at the two residences on the west side of Stephens Street. Accesses to these houses from Stephens Street would hinder any attempt to design effective acoustic barriers. Access for the residence and the clinic, along the east side of Stephens Street, does not lead directly to the roadway. Thus, a barrier could be situated as shown in Figure 1. Such a barrier would have to be 12 feet in height at the southern end and 10 feet at the northern end. The length would be about 350 feet. The obtainable reduction from this barrier would be 4 - 5 dBA. This reduction would bring noise levels down to the design level.

TABLE 1

$L_{10}$ TRAFFIC NOISE LEVELS DURING PEAK TRUCK HOUR
(dBA)

| Site | No Build | | Build, w/o Barrier | | Build, w/Barrier* | |
|---|---|---|---|---|---|---|
| | 1978 | 1993 | 1978 | 1993 | 1978 | 1993 |
| Residence & Clinic, East Side of Stephens Street | 73 | 75 | 73 | 75 | 68 | 70 |
| Residences, West Side of Stephens Street | 79 | 81 | 79 | 81 | -- | -- |

*Acoustic barrier has a height of 10-12 feet and a length of 350 feet. This barrier will reduce noise levels by 4-5 dBA.

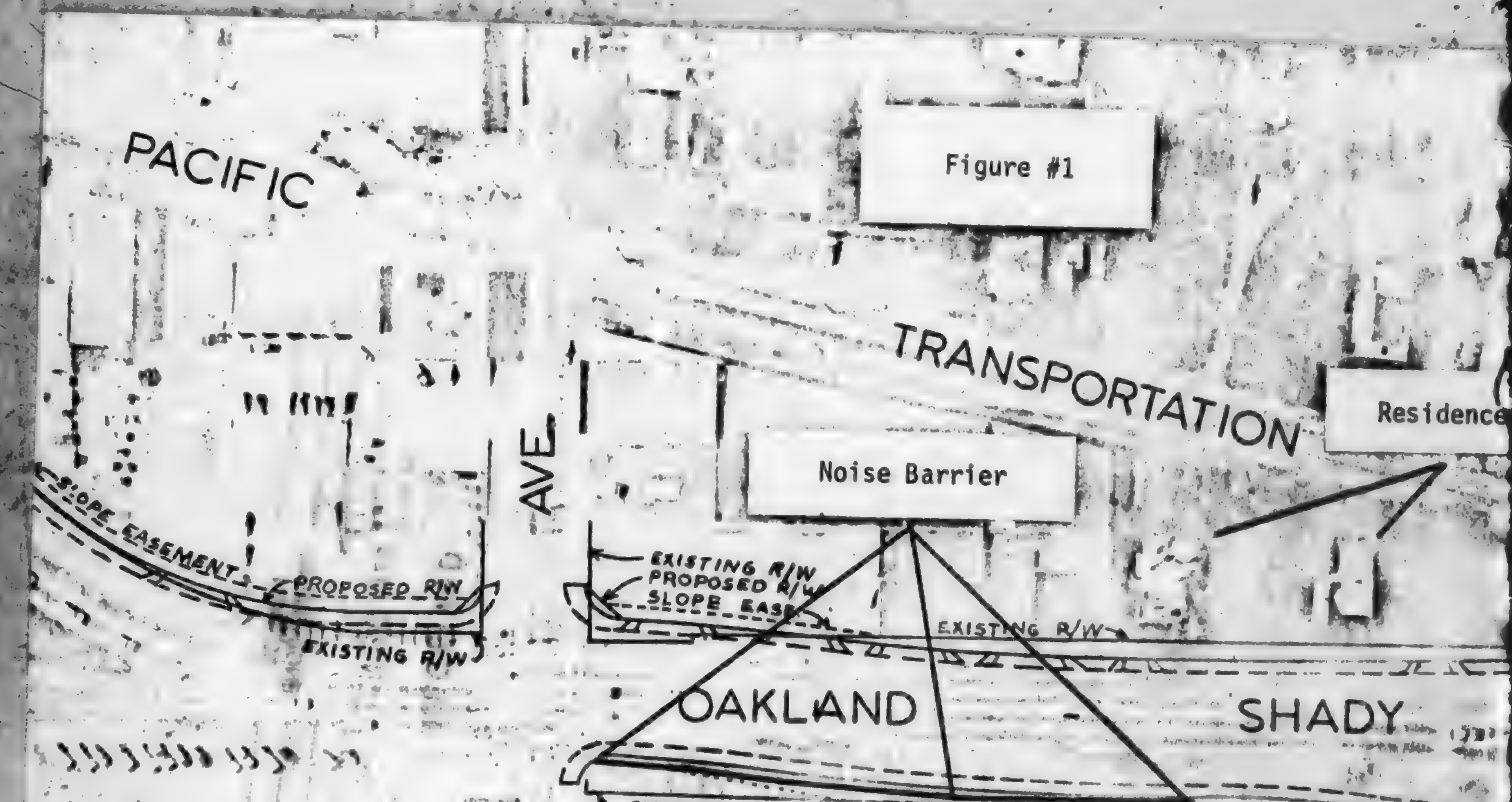
Figure #1
PACIFIC
TRANSPORTATION
Residence
Noise Barrier
AVE
SLOPE EASEMENT
PROPOSED R/W
EXISTING R/W
EXISTING R/W
PROPOSED R/W
SLOPE EAS
EXISTING R/W
OAKLAND
SHADY
EXISTING R/W
PERMANENT EASEMENT
S.E. RAST CT
Residence
Confidence Clinic
ST.
DOUGLAS
OREGON STATE HIGHWAY DIV
DIAMOND LAKE BLVD. - WASH
OAKLAND - SHADY HIGHW
DOUGLAS COUNTY
SCALE 1" = 100'
DATE OF PHOT

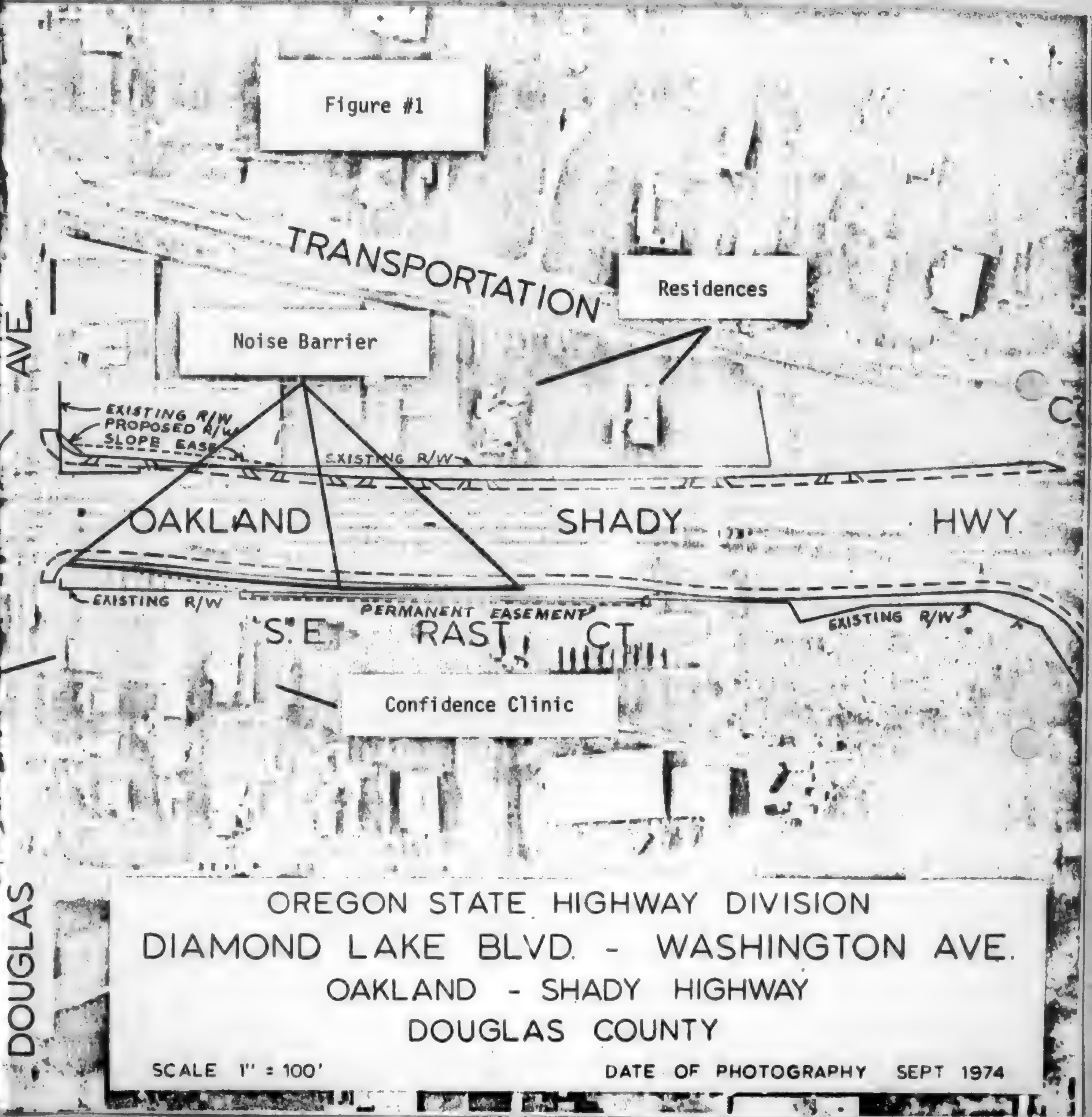

Figure #1

TRANSPORTATION
Residences
Noise Barrier
EXISTING R/W
PROPOSED R/W
SLOPE EASE
EXISTING R/W
OAKLAND - SHADY HWY
EXISTING R/W
PERMANENT EASEMENT
EXISTING R/W
S.E. RAST CT
Confidence Clinic
DOUGLAS AVE
OREGON STATE HIGHWAY DIVISION
DIAMOND LAKE BLVD. - WASHINGTON AVE.
OAKLAND - SHADY HIGHWAY
DOUGLAS COUNTY
SCALE 1" = 100'
DATE OF PHOTOGRAPHY SEPT 1974

8717 234

STATE OF OREG N

INTERO CE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: December 6, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Approved Sign Study Plans
N.E. Diamond Lake Boulevard-S.E. Washington Avenue Section
Oakland-Shady Highway
Douglas County

Attached are two prints of the approved sign study plans for the above-named project.

L E George

L. E. George
Traffic Engineer Supervisor

ELS:ds
Attachments

cc: Alfred Shirley, Jr. w/attachment
F. T. Lacey w/attachment

REFERRED TO
✓ Beard WGB Dorn
Cole Sample
Eriksen Watson
Hager Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
1 print retained by Beard

1 Versteeg ✓
2 Christensen DO ✓
George
Olson
Terpin
Sullivan
Scott
Savage

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DEC 07 1977
ENGINEERING SECTION

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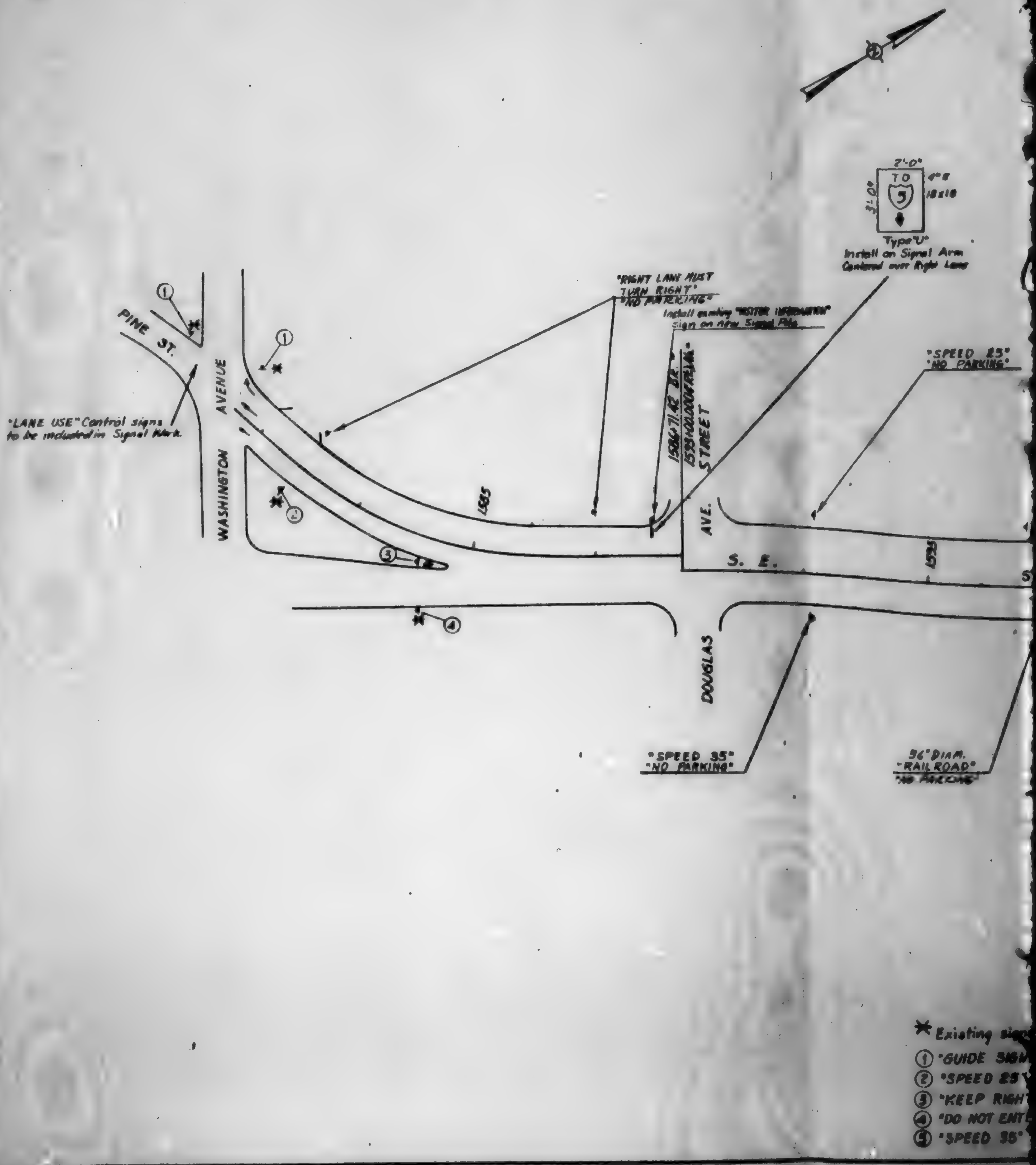
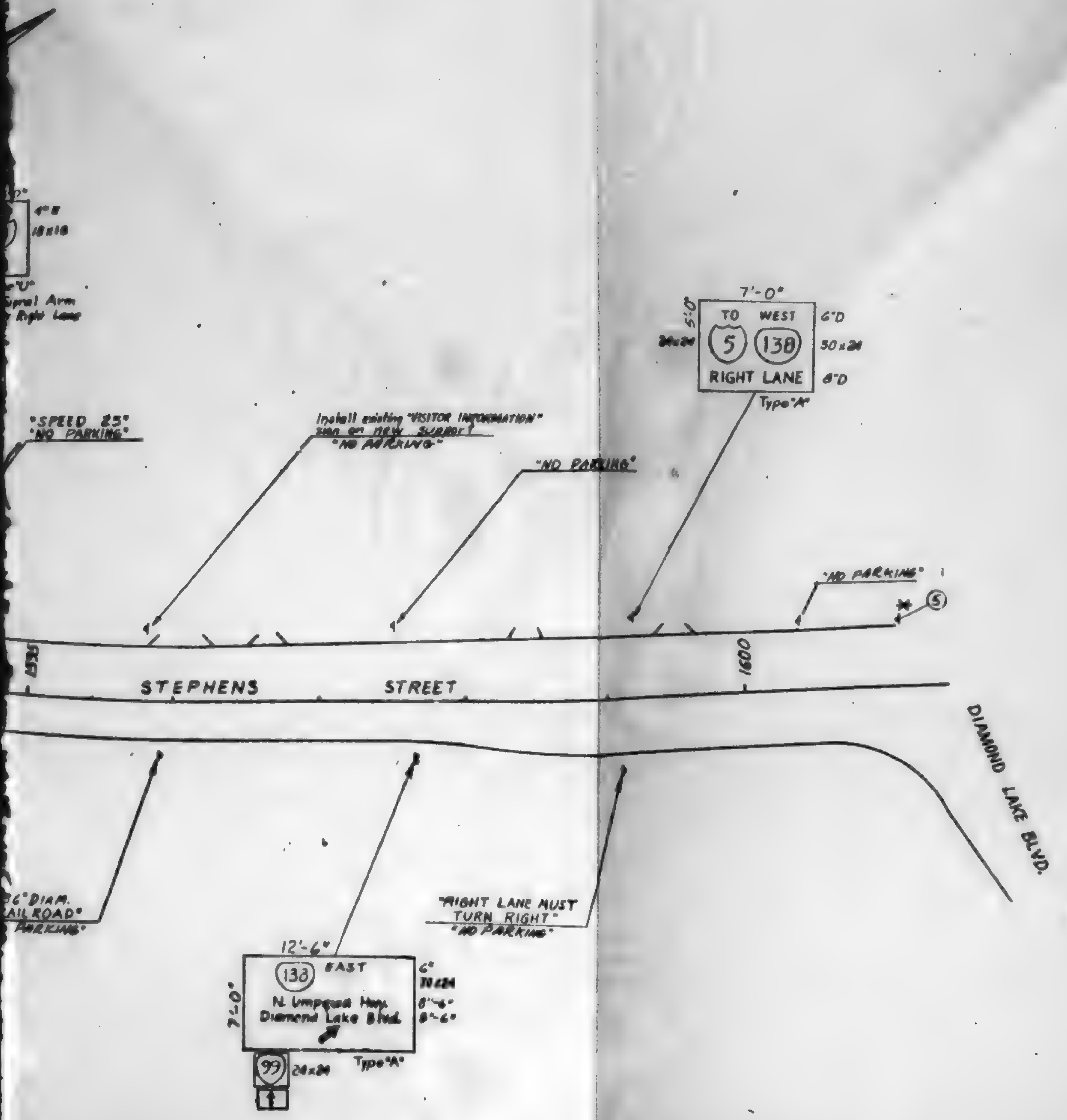
2'-0"
TO
5
3'-0"
4"E
18x18
Type "U"
Install on Signal Arm
Centered over Right Lane
"RIGHT LANE MUST
TURN RIGHT"
"NO PARKING"
Install existing "VISITOR INFORMATION"
Sign on New Signal Pole
"SPEED 25"
"NO PARKING"
①
PINE ST.
①
"LANE USE" Control signs
to be included in Signal Work.
WASHINGTON AVENUE
②
③
1585
1586+71.42 BR.
1539+00.00
STREET
AVE.
S. E.
1585
④
DOUGLAS
"SPEED 35"
"NO PARKING"
36" DIAM.
"RAILROAD"
"NO PARKING"
✱ Existing sig
① "GUIDE SIGN
② "SPEED 25
③ "KEEP RIGH
④ "DO NOT ENT
⑤ "SPEED 35"


18x18
"U"
Signal Arm
Right Lane
"SPEED 25"
"NO PARKING"
Install existing "VISITOR INFORMATION" sign on new support
"NO PARKING"
"NO PARKING"
7'-0"
5'-0"
TO WEST
5
138
RIGHT LANE
6"D
24x24
30x24
8"D
Type "A"
"NO PARKING"
5
1600
STEPHENS STREET
DIAMOND LAKE BLVD.
36" DIAM.
"RAILROAD"
"NO PARKING"
"RIGHT LANE MUST TURN RIGHT"
"NO PARKING"
12'-6"
7'-0"
138
EAST
N. Umpqua Hwy.
Diamond Lake Blvd.
6"
30x24
8"-6"
8"-6"
99
24x24
Type "A"

Don Bentz

11 [illegible] 77

* Existing signs to remain in place.

① "GUIDE SIGN"
② "SPEED 25"
③ "KEEP RIGHT"
④ "DO NOT ENTER"
⑤ "SPEED 35"

SIGNING PROJECT

N.E. DIAMOND LAKE BLVD - S.E. WASHINGTON AVE.
(ROSEBURG) OAKLAND-SHADY HWY. - DOUGLAS COUNTY

| Action | Date | Signature | Title |
|---|---|---|---|
| Submitted | 10-12-77 | | Traffic Control Engr. |
| Approved | 10-13-77 | F. J. | Sign Engineer |
| " | 12/1/77 | | Traffic Engineer |
| " | 12/5/77 | | |
| Accepted | | | |

8717

Moehring

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

September 19, 1977

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Status of a former FAUS Project
M-3035 (1) Oakland-Shady Highway
Diamond Lake Blvd.-Washington St.
Section Roseburg

Mr. Gix, Regional Construction Engineer, requested a status report on the subject project in regard to funding.

The preliminary engineering was financed from Roseburg's FAUS allocation.

I was advised that the right-of-way phase was approved by FHWA prior to the July 1, 1976 deadline for expending FAUS funds as the roadway became a part of the FAP system due to functional classification on that date.

As far as I can determine the right-of-way required was never acquired.

I am informed by the Program Management Section (September 19, 1977) that the project is being advanced for contract letting in the first quarter of 1978. The right-of-way and construction phases are to be financed with Federal-Aid Primary Funds.

GLC/cao

cc: D.H. Moehring ✓
Jack McCormick
Vern Shull
Virgil Wilson

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
SEP 22 1977
Frange etal m
File: PM FA
LG OP
TAA ____________

8717

Rulien

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO 6

March 29, 1977

Mr. Donald A. Bentz
Director of Public Works
City of Roseburg
City Hall
Roseburg, OR 97470

Dear Mr. Bentz:

This will acknowledge your letter of March 22, 1977, requesting a status report on your Diamond Lake Blvd.-Washington Ave. Section of the Oakland-Shady Highway.

You will recall that this was to be an FAUS project, but was caught up in the redesignation of a portion (Winchester to Shady) of ORE 99 from a secondary to a primary highway. This was due to the functional classification study findings. FAUS funds cannot be expended on the primary system.

The City was aware of the imminent change in classification July 1, 1976. This office was asked by the City to attempt to obtain FAUS funds for the right of way phase prior to the deadline.

I am advised that our effort was successful and on July 25, 1976, the Federal Highway Administration approved the right of way phase of this project. This was ahead of the deadline.

This office was not notified and the file has been dormant until receipt of your inquiry.

The project number M-3035(2) is still active and by a copy of this letter, I am asking Mr. Terpin, Location Engineer, to review the location data in his shop and process the plans so the right of way descriptions can be written.

As soon as additional information is available, you will be advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc
cc: L.W. Rulien ✓
F.E. Terpin
Jack McCormick
Vern Shull

NOTED
MAINOR C. HOLMES

PROJECT MANAGEMENT
MAR 3[illegible] 1977
REFER TO:
R
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

Telephone 503/672-7701

**CITY OF ROSEBURG**
900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

March 22, 1977

6167

M - 3035(2)
June 25, 1976.
R/W 20,000 - 15,630 FFR
Program. 78/28

Mr. Glen Clark
Regional Federal Aid Engineer
Department of Transportation
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Clark:

Would appreciate an update on the Diamond Lake/Washington improvement. Where are we and what is the proposed schedule for the project?

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

*Timber Capital of the Nation*

FAUS
Doug Co

8717

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIG AY ADMINISTRATION

**LETTER OF APPR L AND/OR AUTHORIZATION**

6-25-76

| | | |
|---|---|---|
| | | FEDERAL AID PROJECT NO.<br>M-3035(2) |
| | | TATE PROJECT NO.<br>Diamond Lake Blvd-Washington Ave |
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Douglas |
| | ITEM NO.<br>M-82 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

#

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ RE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | June 25, 1976 | FAU 3035<br>STATE ROUTE NUMBER<br>Secondary Route 234 |

RECEIVED
STATE HWY ENGR
JUL 1 '76
REFER TO
Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Att | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

GENERAL LOCATION:

SR 99 Diamond Lake Blvd. South 0.17 miles

GENERAL DESCRIPTION OF WORK:

All phases of right of way acquisition.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Program Approval
(TEC 20,000 - FF 15,630)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's June 23, 1976 letter I approve the subject project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's June 23, 1976 letter, you are authorized to proceed with all phases of right of way acquisition at a total estimated cost of $20,000 - Federal funds $15,630. Federal participation will be limited to that right of way actually incorporated in the final location.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6-25-76 | G. K. Hosmer | for Division Administrator |

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-611-958

|  |  |
|---|---|
| [illegible] ANSACTION NO. | FORM PR-1<br>(REV. 4-61) |
| DATE SUBMITTED TO W.O. | June 23, 1976 |

**FEDERAL**

|  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>SR 99, Diamond Lake Blvd., S. 0.17 mi.<br>21 65 | **ADT** | PRESENT<br>19,000 | FUTURE<br>28,500<br>(66) | | |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Right-of-Way Acquisition<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) |
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | | | | | | COUNTY NAME |
| | NAME OF URBAN AREA<br>17-31<br>Roseburg | | | | | | ROUTE NO. U |

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☒ CE ☒ RE ☐ RPE ☐

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | ESTIMATED FEDERAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | | | |
| 5 | | | | | **ROW** | | | 0.17 | 20,000 | 15,630 |
| 5 | | | | | **CONST** (CODE) | | "Diamond Lake Blvd.-<br>Washington Ave.<br>(Roseburg) Section" | | | |

|  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY CL | PROJECT TOTALS | 0.17 | 20,000 | 15,630 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

FHWA
6-25-76

# FEDERAL-AID PROGRAM DATA

, 1976

**ADT** PRESENT 19,000 FUTURE 28,500 YEAR 96

REGION 10

STATE NAME Oregon

STATE CODE 41

APPN CODE W32

ITEM NO. 82

SUPV AGCY

DA CLASSIF.

DA AREA

EMERG. YR.

PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) M- NUMBER 3035 SEQ. NO. (2)

I. Projects Only: POST MI. DESIG

COUNTY NAME Douglas CODE 019

ROUTE NO. U FEDERAL-AID 3035 STATE 234 U.S. ----

PROGRAM STAGE ☐ 1 OR ☒ 2

| MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|
| | | | | | ROW Acquisition all phases |
| 0.17 | 20,000 | 15,630 | 2,185 | 2,185 (City) | |
| | | | | | |
| 0.17 | 20,000 | 15,630 | 2,185 | 2,185 (City) | |

REMARKS

Additional Data: Item M-53; Project No. M-3035(1)

-Over-

## DIAMOND LAKE BLVD.-WASHINGTON AVE. (ROSEBURG) SECTION

## PROJECT NO. M-3035(2)

Existing Facility: Variable 44 to 64-foot roadway with 4 travel lanes.

Adjacent Sections:

N.E. End -- 64-foot curbed roadway.
S.W. End -- One way couplet; S. bound Pine St. is 30-foot curbed roadway; N. bound Stephens St. is 28-foot curbed roadway.

Project Data: Work under this project consists of the acquisition of right-of-way including incidental costs for the future construction required to widen the existing roadway to a 64-foot curbed section to provide three southbound lanes and two northbound lanes with an exclusive right turn at Washington Street, revise signals and illumination and provide ~~7-foot~~ sidewalk/bikeway on each side.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on August 27, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 6 Clearinghouse A-95 review letters of approval dated October 8, 1975 and September 18, 1975 respectively.

FHPM 7-7-5 Requi

(a) Public
(Categ

(b) Locatio
project

Note:

(1) This pr

(2) No relo

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COUNTY & CITY SECTION
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☐ ENGR. ☐ COOR. ☐
☐ UPE ☒ CE ☒ RE

RG) SECTION

with 4 travel lanes.

is 30-foot curbed
28-foot curbed roadway.

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ture construction re-
curbed section to pro-
ges with an exclusive
d illumination and

ents, Historical and

concurred in by FHWA

District 6 Clearinghouse
1975 and September 18, 1975

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

Note:

(1) This project is in Congressional District No. 4.

(2) No relocation assistance required.

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JUL [illegible] 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☒ CE ☒ RE ☐ RPE ☐

8717                6-25-76                9

[illegible]

## LETTER OF APPROVAL AND/OR AUTHORIZATION

M-3035(2)
STATE PROJECT NO.
Diamond Lake Blvd-Washington Ave

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Douglas |
| | ITEM NO.<br>M-82 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>June 25, 1976 | FEDERAL ROUTE NUMBER<br>FAU 3035<br>STATE ROUTE NUMBER<br>Secondary Route 234 |

RECEIVED
STATE HWY ENGR
JUL 1 '76
REFER TO
Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

GENERAL LOCATION:
SR 99 Diamond Lake Blvd. South 0.17 miles

GENERAL DESCRIPTION OF WORK:
All phases of right of way acquisition.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Program Approval
(TEC 20,000 - FF 15,630)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's June 23, 1976 letter I approve the subject project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's June 23, 1976 letter, you are authorized to proceed with all phases of right of way acquisition at a total estimated cost of $20,000 - Federal funds $15,630. Federal participation will be limited to that right of way actually incorporated in the final location.

| | | |
|---|---|---|
| DATE<br>6-25-76 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. [illegible] | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70)    EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-[illegible]

8717 – 8

~~PRO 6-2~~

June 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-3035(2)

We are submitting program data for one project, Item No. 82, Project No. M-3035(2), "Diamond Lake Blvd.-Washington Ave. (Roseburg) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with the actual acquisition of the right-of-way including incidental costs at an estimated total cost of $20,000 with an obligation of $15,630 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed sketch maps.

Assurance regarding comparable replacement housing is not required on the project since no relocation or displacement will be involved.

One copy each of the State Clearinghouse and District 6 Clearinghouse A-95 review approval letters were previously forwarded.

CL:md

Encl.

cc: J. R. Oakes
R. Unrein
F. Lowe

| | |
|---|---|
| MONTHLY TRANSACTION NO. | FORM PR-1<br>(REV. 4-61) |
| DATE SUBMITTED TO W.O. | June 23, 1976 |

**FEDERAL-A**

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>SR 99, Diamond Lake Blvd., S. 0.17 mi.<br>21 65 | **ADT** | PRESENT<br>19,000 | FUTURE<br>28,500<br>(66) (70 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Right-of-Way Acquisition<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL |

| | | | | |
|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Do | | |
| | NAME OF URBAN AREA<br>Roseburg<br>17-31 | ROUTE NO. U | FEDER<br>3 | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | ESTIMATED PROJ<br>FEDERAL FU |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | | | |
| 5 | | | | | **ROW** | | | 0.17 | 20,000 | 15,630 |
| 5 | | | | | **CONST** (CODE) | | "Diamond Lake Blvd.- Washington Ave. (Roseburg) Section" | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY CL | PROJECT TOTALS | 0.17 | 20,000 | 15,630 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (18) (23) | (24) |

# FEDERAL-AID PROGRAM DATA

976

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **ADT** | PRESENT<br>19,000 | FUTURE<br>28,500 (66) (70) | YEAR<br>96 (71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 (2) (3) | APPN CODE<br>W32 (4) (9) | ITEM NO.<br>82 (14) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AGCY (68) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M- 14 23 | NUMBER<br>3035 7 | SEQ. NO.<br>(2) 13 | I. Projects Only<br>POST MI. (24) (26) | DESIG. 27 |

COUNTY NAME Douglas

CODE 019 (14) (16)

ROUTE NO. U

FEDERAL-AID 3035 (32)

STATE 234 (36) (37)

U.S. ---- (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

| | ESTIMATED PROJECT COST BY PHASES | | | | |
|---|---|---|---|---|---|
| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
| (56) | (59) (66) | (67) (76) | | | ROW Acquisition<br>all phases |
| | | | | | |
| 0.17 | 20,000 | 15,630 | 2,185 | 2,185 (City) | |
| | | | | | |
| 0.17 | 20,000 | 15,630 | 2,185 | 2,185 (City) | |
| | (16) (23) | (24) (33) | | | |

REMARKS

Additional Data: Item M-53; Project No. M-3035(1)

-Over-

## DIAMOND LAKE BLVD.-WASHINGTON AVE. (ROSEBURG) SECTION

## PROJECT NO. M-3035(2)

Existing Facility: Variable 44 to 64-foot roadway with 4 travel lanes.

Adjacent Sections:

N.E. End -- 64-foot curbed roadway.
S.W. End -- One way couplet; S. bound Pine St. is 30-foot curbed roadway; N. bound Stephens St. is 28-foot curbed roadway.

Project Data: Work under this project consists of the acquisition of right-of-way including incidental costs for the future construction required to widen the existing roadway to a 64-foot curbed section to provide three southbound lanes and two northbound lanes with an exclusive right turn at Washington Street, revise signals and illumination and provide 7-foot sidewalk/bikeway on each side.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on August 27, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 6 Clearinghouse A-95 review letters of approval dated October 8, 1975 and September 18, 1975 respectively.

---

FHPM 7-7-5 Requir

(a) Public H
(Categor

(b) Locatio
project

Note:

(1) This pr

(2) No reloc

ION

travel lanes.

foot curbed
curbed roadway.

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t 6 Clearinghouse
September 18, 1975

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

Note:

(1) This project is in Congressional District No. 4.

(2) No relocation assistance required.

8717

Jan Roseburg

PRO 6-2

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-3035(2)

We are submitting program data for one project, Item No. 82, Project No. M-3035(2), "Diamond Lake Blvd.-Washington Ave. (Roseburg) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with the actual acquisition of the right-of-way including incidental costs at an estimated total cost of $20,000 with an obligation of $15,630 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed sketch maps.

Assurance regarding comparable replacement housing is not required on the project since no relocation or displacement will be involved.

One copy each of the State Clearinghouse and District 6 Clearinghouse A-95 review approval letters were previously forwarded.

CL:md

Encl.

cc: J. R. Oakes
R. Unrein
F. Lowe
GLEN CLARK

RECEIVED
COUNTY & CITY SECTION
JUN 24 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

8717

~~PRO 6-2~~

June 23, 1976

TO Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban System project.

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 82 | M-3035(2) | Diamond Lake Blvd.-Washington Ave.<br>(Roseburg) Section<br>#7509-2-510 |

CL:md

Encl.

cc: G. L. Green, (FHWA)
D. E. Swan (2)

8717

SALEM
June 16, 1976

ORIGINAL SIGNED BY GEORGE HOPKINS

G. W. Hopkins
Project Development Engineer

Diamond Lake Blvd.-Washington Ave.
Oakland-Shady Hwy., FAU 3035
Status

Glen L. Clark
Region 3 Federal Aid Engineer
Roseburg

A right-of-way program and a request for authorization to acquire right-of-way is being submitted to FHWA. This request will be based upon the project's classification as a Category 3 non-major project requiring insignificant right-of-way, therefore not requiring a public hearing according to the Oregon Action Plan. Hopefully FHWA will grant right-of-way authorization prior to July 1, 1976.

To satisfy ORS 373.015, a public hearing should be offered by the Region. Administrative Order No. 11 dated May 6, 1976, delegates this to the Regional Engineers. A public hearing offer to satisfy ORS 373.015 should not make any reference to federal regulations.

Right-of-way acquisition should not commence prior to satisfying ORS 373.015.

RW:mm

cc: J. B. Boyd
F. E. Turpin
D. E. Swan

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NISTRATIVE
ORDER

OREGON STATE
HIGHWAY DIVISION

ORDER NUMBER
11

DATE
May 6, 1976

SUBJECT: Pursuant to the provisions of Delegation Order No. 16 adopted by the Oregon Transportation Commission on March 30, 1976, the following authority delegated to the Administrator and State Highway Engineer is hereby delegated to the Regional Engineers.

Conduct public hearings as required by the Federal Highway Administration. (61)

F B Klaboe
F. B. Klaboe, Administrator
and State Highway Engineer

DISTRIBUTION: May 6, 1976

Secretary of State
Department of Transportation
    Director
    Chief Counsel (2)
    Commission Services
    Assistant Director for Administration
    Special Assistant for Public Affairs
    Manager, Finance Branch
Highway Division
    Branch Heads
    Section Heads
    Metro and Regional Engineers

No report to commission required

FAUS

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
June 10, 1976

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: L.W. Rulien
Project Management

SUBJECT: Legal Requirement and Status of Roseburg's Diamond Lake Blvd - Washington St. FAUS PROJECT
Oakland - Shady Highway
Project # M-3035-(-)

As you know, the Oakland-Shady Highway becomes a primary highway June 30, 1976. Also, that the City has requested that FAUS funds be programmed for at least the Right-of-Way phase of the project.

This project was forwarded to the Location Section on May 5, 1976.

The Team II Hearing Sub-Committee recommended against a hearing, but was aware of the requirement under ORS-373.015, that the City must be formally advised of needed Right-of-Way within corporate limits. Such notification responsibility has been delegated to Mr. Ed Hunter, as we understand. NO. DELEGATION #11 5-6-76 delegates to Region Engrs, RH.

Attached are copies of Exhibit "A" for accompaning such notice. Will you please prepare the required verbage for Mr. Hunters signature.

Also, as time is short, what is the status of programming the Right-of-Way phase with FHWA.

GC/slc

Encl.

cc: F.E. Terpin
Jack McCormick
Vern Shull

Vern
See me pls.
H

PROJECT MANAGEMENT
JUN 11 76
REFER TO: Gus
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

RECEIVED
COUNTY & CITY SECTION
JUN 11 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

EXHIBIT A

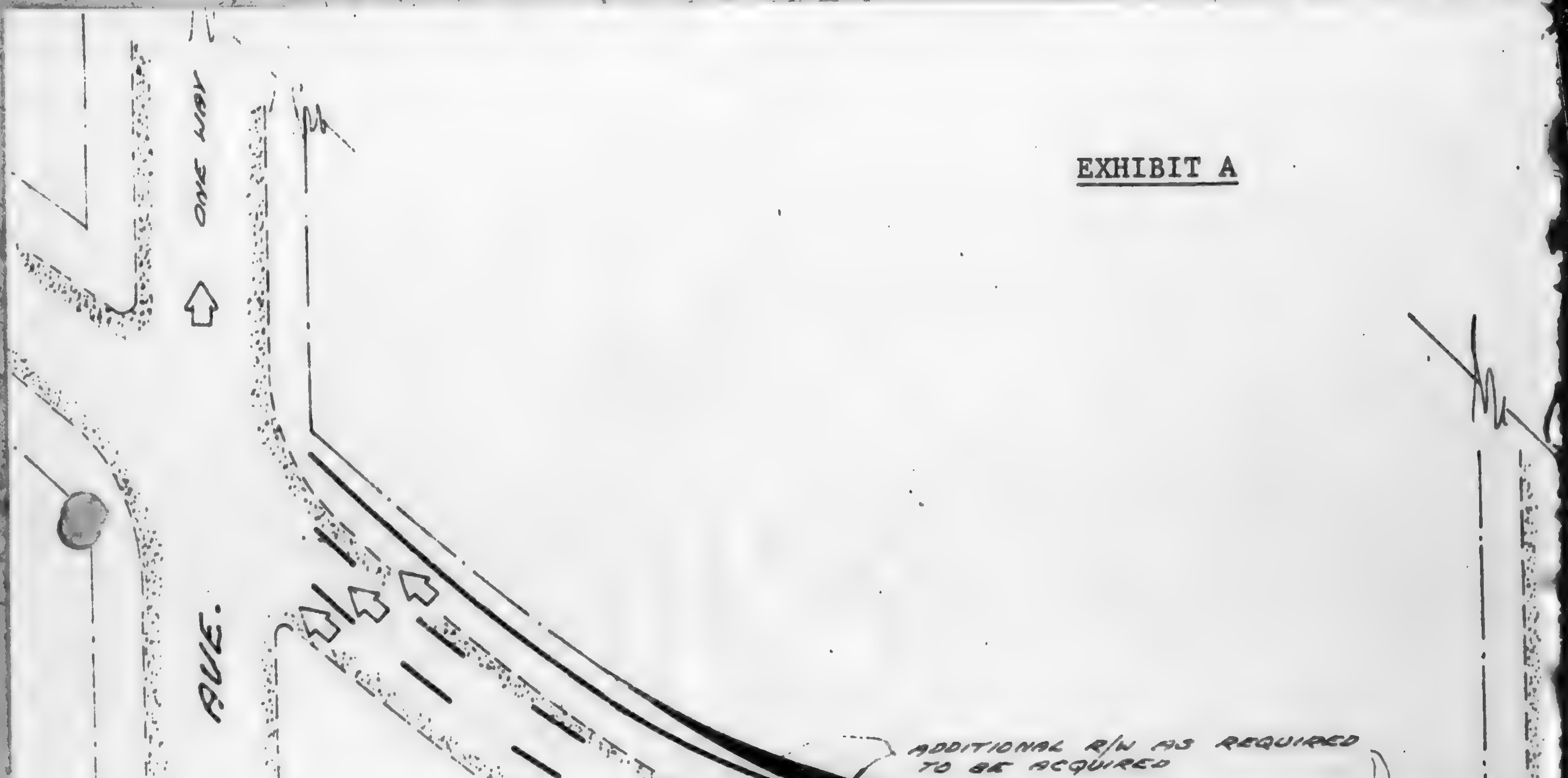
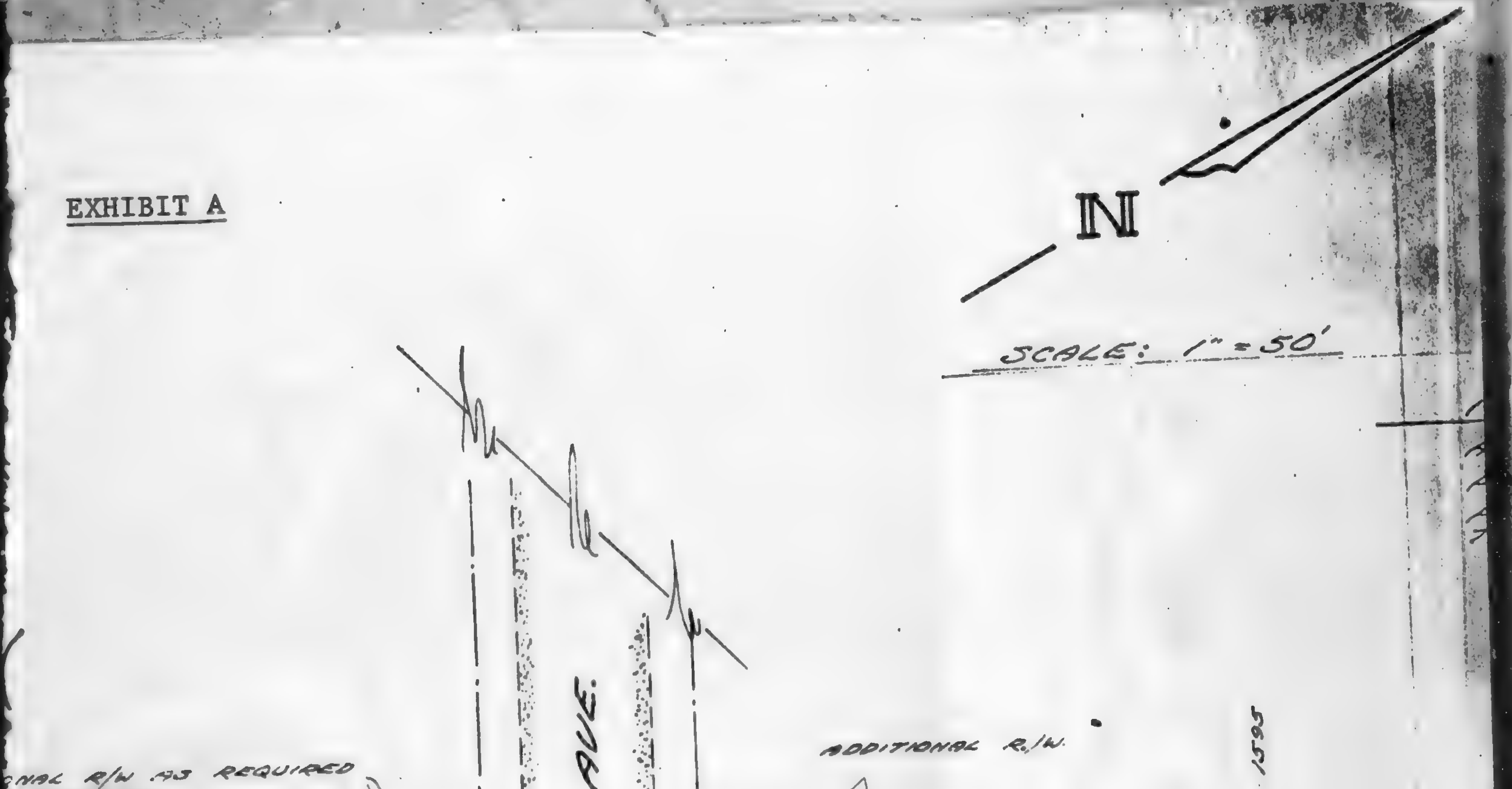

ONE WAY
AVE.
WASHINGTON
ADDITIONAL R/W AS REQUIRED TO BE ACQUIRED
1590
R/W LINE

EXHIBIT A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NAL R/W AS REQUIRED
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R/W LINE
EAST COURT

3717

FAUS Hearing
Hwy 234
Diamond Lake Blvd - Washa...

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
JUNE 7, 1976

FILE:

X-ref'd, Hear's Policy-Procedure

ORIGINAL SIGNED BY
L. W. RULIEN

SUBJECT: Hearing Study Committee

FROM: L. W. Rulien
Project Management Engineer

TO: A. Shirley, Jr.
Region 3 Engineer
ROSEBURG

In review of your letter to Frank Terpin of May 14 regarding a hearing study committee, we believe that some method for generating early input is very desirable.

The matter has been discussed with the Location and Environmental Sections and we feel that a committee of this nature could be very helpful by performing its function in the early stages of project development and prior to formulating a hearing schedule.

We would encourage any data from this committee be furnished to Project Management Section at the time of project assessment preparation.

ORS 373.015 specifically references the matter of right-of-way in cities and opportunity afforded for hearings.

DNH:ljt

cc: J. B. Boyd
F. E. Terpin
Gary Potter

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: PLA 6

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 6, 1976

Alfred Shirley

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: Frank Terpin
Location Engineer

On projects that are categorized as Category 3 under the Oregon Action Plan, there is sometimes a gray area as to whether there should be an offer of a hearing, a hearing or no hearing.

Region 3 has established a hearing study committee from Interdisciplinary Team II comprised of the Region Environmentalist, the Region Federal Aid Engineer, the Resident Engineer assigned to the project and the Region Right of Way Supervisor. They discuss all aspects of the project then make their recommendations.

I have attached their study report for the Diamond Lake Blvd.-Washington Ave. Section of the Oakland-Shady Highway. We feel that if this is done soon enough in the project, it has some value. Would you please review and give your thoughts as to whether you think this is a good approach.

as/cw
Attach.

cc J. B. Boyd - Your comments please.
Gary Potter " " "
L. W. Rulien " " "

Dave
Review w/ Terpin & Potter. Do we want six different approaches to a hearing schedule? Do we want to maintain central control for uniformity?
H

Region input at assessment time.

Yes
Proj. Mngt

PROJECT MANAGEMENT
MAY 10 '76
REFER TO:
FOR
| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

REGION III - ROSEBURG

## STUDY REPORT
## REGION INTERDISCIPLINARY TEAM II
## HEARING STUDY COMMITTEE

**Project considered:** Diamond Lake Boulevard-Washington Avenue

**Highway:** Oakland-Shady Highway, No. 234

**Recommendation:**

The committee recommends that no hearing be held.

**The following facts were the basis of the discussions:**

1. Small right of way need: 2 parcels, 0.07 acre total area, corners of large lots, no improvements affected, access unchanged, no loss of parcel viability.
2. City requested project.
3. June 30 limit on eligibility of FAU funds for right of way acquisition.

**The study committee, utilizing the above facts, feels justified in making their recommendation for the following reasons:**

1. With accesses remaining unchanged, committee finds right of way requirement to be non-significant.
2. Since city requested project, ORS 373.015 does not appear to apply.
3. The limited eligibility of FAU funds was taken into consideration.
4. Additionally, while some parking will be displaced, which may generate a a degree of controversy, this displacement is limited to existing right of way where the parking has no legal sanction.

Date April 30, 1976

Secretary, Study Committee

Form HWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 13, 1975

In reply refer to: 1041EC.1/090.11

SUBJECT: Clarifications to the Oregon Action Plan

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. Bob Ewen

We have reviewed the proposed clarifications to the Oregon Action Plan submitted March 5, 1975. These clarifications are approved for insertion into the Action Plan which will allow the use of Action Plan procedures on public involvement and public hearings in lieu of FHPM 7-7-5 requirements. A signed copy of our approval is attached.

G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
MAR 13 '75
REFER TO
FOR

| Info | Inves | R.O. | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

# REQUEST FOR MINOR REVISION
# OREGON ACTION PLAN FOR TRANSPORTATION

March 5, 1975

Due to recent changes in the Federal Aid Highway Program Manual, we request a minor change in the Oregon Action Plan to clarify procedures relative to public hearing requirements. This modification is requested in order to bring the Action Plan into compliance with Volume 7, Chapter 7, Section 1 (FHPM), particularly paragraph 11b(7).

The requested changes are as follows:

1. Additions to Paragraph 2 - STEP B Public Hearing - page 72. . .

*On Category 3 projects public hearings will not be held when non-significant amounts of additional right-of-way are required. In other cases opportunity for hearings will be offered by publishing two legal notices, seven days apart, allowing a maximum of 21 days for receipt of requests. Procedures for requesting hearings will be explained in the notices.*

2. Additional Paragraph For - STEP B Public Hearing - page 72. . .

*With respect to any project for which a public hearing has been held under Federal Aid procedures and as determined by the State Highway Administrator and the FHWA Division Engineer, additional hearing opportunities will be offered when there has been (1) substantial change in the proposal, or (2) substantial unanticipated development in the area affected by the proposal, or (3) an unusually long lapse of time since the last hearing, or (4) identification of significant social, economic, or environmental effects not previously considered at early hearings.*

Under the revision provisions for the Action Plan, pages 12 and 13, minor changes may be made upon approval of the Director of Transportation and the Federal Highway Administration

George M Baldwin    M. Eldon Green

Approved:
Director of Dept. of Transportation

Approved:
Federal Highway Administration

NOTED
DON HARWELL

ORS 373.015: STATE

State

"Before the State Highway Commission acquires within any incorporated city
any new rights-of-way or relocates or abandons any existing state highway
within any incorporated city, the secretary of the Commission shall by
letter notify the Mayor of such city of the action contemplated by the
Commission, and if any remonstrances or objections thereto are made by the
Mayor or the Council within ten days after receipt of such letter, the Com-
mission or its designated representative, shall hold a public hearing at
the city hall in such city, after having first given written notice thereof
to the Mayor at least ten days prior thereto, and, at such public hearing,
persons who favor or oppose the contemplated action shall be given an
opportunity to be heard."

Excerpt, FEDERAL HIGHWAY ACT of 1956 & 1958, Section 116(c): FEDERAL

Federal

"Any state highway department which submits plans for a Federal-aid highway
project involving the by-passing of or going through, any city, town, or
village, either incorporated or unincorporated, shall certify to the Commis-
sioner of Public Roads that it has had public hearings or has afforded the
opportunity for such hearings, and has considered the economic effects of
such a location; and any state highway department which submits plans for
an Interstate System project shall certify to the Secretary of Commerce
that it has had public hearings at a convenient location, or has afforded
the opportunity for such hearings, for the purpose of enabling persons in
rural areas through or contiguous to whose property the highway will pass
to express any objections they may have to the proposed location of such
highway." EXCEPTING

"Those projects that are solely for further improvement, such as
resurfacing of an existing highway or a location within the limits of
the existing right-of-way and which do not change the layout or function
of the roads and/or streets that connect to the existing highway."

"NOTE:" Federal Post Office, determining factor re: HEARINGS

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 14, 1976

FROM: Frank E. Terpin
Location Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Hearing Study Committee
Diamond Lake Blvd-Washington Ave.
Oakland-Shady Highway

RECEIVED
COUNTY & CITY SECTION
MAY 26 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

We have reviewed your concept of having a hearing study committee and find no fault with it. We agree that it could serve as a useful tool to focus upon an important aspect of every highway improvement project, especially if introduced during the development of the assessment. It may be that several reviews by your committee will be necessary as the project develops. The process could particularly identify any legal ramifications as well as the social, economic and environmental effects, which leads to the following discussion. It may be that you will want to modify your report format after you have read this.

We note that a "no hearing" recommendation was made for the Diamond Lake Blvd-Washington Ave. project by your hearing study committee. Without having any more facts than appeared in your report, we believe that your conclusion is premature. It cannot be assumed that a public hearing is not required on the basis that the city requested the project. It is true that the right of way requirement may be insignificant, but ORS 373.015 clearly states that if any new rights of way are required within the corporate limits of a city, the Secretary of the Commission shall notify the mayor of that city of such action. By Administrative Order No. 3 (May 6, 1976), the responsibility for notifying the mayor has been delegated to the Deputy State Highway Engineer. (A copy of the law and the delegation order are attached for your reference.) The judgment for "no hearing" cannot be made unless such nofification has, in fact, been made and the required 10-day response period revealed that a hearing is not necessary.

Further, the fact that parking will be displaced may be cause for objection even though parking lies within the rights of way. In most incorporated cities the council has, by ordinance, the authority to establish or eliminate parking, and unless their ordinance indicates that they can remove or modify parking without remonstrance, it appears that this alone could be the basis for considering a hearing.

We also believe that the availability of funds is not a valid reason for consideration of whether or not a hearing is necessary. It is true

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MAY 26 1976
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☑ UPE ☒ CE ☐ RE ☑ RPE ☐

that a hearing will affect the timeliness of their application, but funding should not influence the decision for a hearing. The provisions of ORS 373.015 are independent of the type and source of funding.

It is my suggestion that unless the city has been formally notified of the proposed action, you consider your recommendation and proceed with the necessary steps to comply with the statute and the administrative procedure that will assure its compliance. If you have any questions, please let me know.

Attach.

WHT:mc

cc J. B. Boyd
L. W. Rulien
Gary A. Potter

PROJECT MANAGEMENT
MAY 14 '76
REFER TO:
Info
Investigate
R/D
Action
File

717

FAUS

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 16, 1976

28

FROM: JOHN GRASSMAN
Regional Design Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Diamond Lake Blvd.-Washington Ave.
Oakland-Shady Highway
Douglas County
110-1950

Enclosed is the following listed location data for the subject survey.

| | |
|---|---|
| 1 Pad | Narrative report, locating statement and summary and cost estimate |
| 1 Envelope | Deed copies and Assessors maps |
| 3 Books | Field notes |
| 1 Roll | Base Map (Mylar) |
| 1 Roll | Detail map w/construction items |
| 1 Roll | Sign plan |
| 1 Roll | Plotted X-sections |
| 1 Roll | Finish grade profile |
| 1 Roll | Retaining wall design & profile |
| 1 Roll | Douglas Street profile |
| 1 Roll | Storm & Sanitary Sewer plans |

Attached is correspondence by Glen Clark, Regional Federal-Aid Engineer, emphasizing the city's request that the right-of-way be acquired prior June 30, 1976.

4/28/76
Called Clark & told him the issue of offering a public hearing must be resolved before R/W can be programmed w/FHWA. JRL.

JG/dd
Encl.

cc: L. W. Rulien
Virgil Wilson
Vern Shull

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COUNTY & CITY SECTION
APR 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
April 15, 1976

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Details of Financing Diamond Lake Blvd.-Washington Ave. (Roseburg) Section
Oakland-Shady Highway
Roseburg

ATTENTION: John Grassman

This is in response to your verbal request for information concerning the city of Roseburg's intentions concerning financing and advancing the subject project.

The City has been aware of the possibility of the Oakland-Shady Highway's change in status from a secondary to a primary facility since the formal application was made. We have on file letters stating that they hoped to be able to advance the project through the right-of-way acquisition phase with FAUS funds prior to the June 30, 1976, realignment of the Federal-aid Urban System.

The City was aware of the possibility of having to await their turn for primary funds for the construction phase.

It might now be possible to consider a transfer of FAUS funds to the primary fund if all agencies agreed and the Governor was agreeable.

In any event, the City is anxious to have the right-of-way phase programmed for FHWA approval and to have the State acquire the needed parcels.

GLC/dt

cc: L. W. Rulien
Jack McCormick
Vern Shull

# SUPPLEMENTAL NARRATIVE REPORT

Diamond Lake Blvd. - Washington St.
Oakland Shady Hwy.
State Secondary 234

## Right of Way

The Right of Way question on the subject project has been resolved with the City of Roseburg. They will only purchase right of way to the back edge of the sidewalk. Temporary slope easements have been shown where the grade for the new sidewalk did not match the existing ground.

Utilities affected by this project are: Pacific Power & Light-Power; Pacific Northwest Bell-Telephone; California-Pacific Utility Co.-Natural gas; Oregon Water Corp.-water; Southern Oregon Cable T.V.-Cable T.V.; and the City of Roseburg-Storm and Sanitary sewers. Due to the franchise between the City of Roseburg and the utility companies no right of way has been specially provided for the affected utilities.

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APR 20 1976
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☐ UPE ☒ CE ☐ RE ☐ RPE ☐

# NARRATIVE REPORT

Diamond Lake Blvd.-Washington St.
Oakland Shady Hwy.
State Secondary 234

Subject survey was conducted to prepare plans, specifications and cost estimate to widen and improve this section of the Oakland-Shady Hwy. The northerly terminus of the project is M.P. 17.18, at the intersection with Diamond Lake Blvd. The southerly terminus is M.P. 17.41, which is the intersection with Washington Avenue. The project is 0.23 miles long.

## Field Control

Field control of the survey was from monuments set on the project by previous survey. The monuments are shown on R/W map 5B-5-21.

## Mapping Control

Co-ordinates from previous projects were not available when this project was started. Assumed co-ordinates were used for mapping. Bearings were taken from R/W map 5B-5-21 and are true bearings.

## Description of Project

The project is primarily a street widening, adjustment and additional items are due to the widening. The retaining wall to the right from 1595+00 to 1597+00 is necessary to prevent the highway supporting slope from encroching on Rast Court. Rast Court serves two houses, one entrance and a parking lot for the Roseburg City Shops, and some vacant properties along and at the end of the street.

The project will require removal of concrete curbs and sidewalks, excavation to subgrade and embankment. The concrete can be placed in the embankment area providing it is not within three(3) feet of subgrade or the finished fill slope. The earthwork quantities will come very close to balancing. The bid item for earthwork is submitted as embankment in place with the Contractor to furnish suitable material. The material on the project should be suitable and of sufficient quantity. However, in the event the material is either unsuitable, insufficient or excessive the burden would be on the Contractor for furnishing suitable material or disposing of excess in a manner acceptable to the engineer.

## Drainage

Drainage consists of extensions and adjustments to existing culverts and inlets. The outlet for the culvert rt. sta. 1595+70 has been nearly blocked for a considerable period of time with the water leaching out and spreading and giving the app arance of a marshy area. With a properly operating outfall I do not believe this condition would exist. This culvert is shown extended through the retaining wall where the drainage will flow down the center of Rast Court to an existing inlet. Rast Court has a reverse crown with the center line lower than the curbs. Grade line for this system is controlled by the building drain lines entering the inlet lt. sta. 1595+70. Permission from the City of Roseburg may be necessary to connect our inlets to the storm sewer line where required.

## Traffic Signals

The traffic signals at Douglas Street will have to be revised, due to the widening. The signals at Diamond Lake Blvd. and at Washington Street will not be affected by the widening. The new signals are to be completed and functioning prior to removal of the existing signals.

## Surfacing

The existing Stephens Street surfacing is P.C.C. and should be suitable for a minimum A.C. overlay. The couplet to Pine Street and the connection to Diamond Lake Blvd. are both A.C. surfacing. The widening is being submitted for A.C. surfacing to a depth to match the adjoining projects. Soil samples were taken by the Region Geologist. The results from these samples have not yet been received. Material source is expected to be from commercial sources.

## Parks, Playgrounds, Etc.

There are no parks, playgrounds, wild life refuges, marked historical sites, areas valuable for archeological or paleontological salvage.

## Property Owners And R/W

The property owner shown as J. Rast was very hostile to the survey crew and would not give them permission to enter his property. No other problems occurred.

R/W has not been shown due to the difference between State obligation and City franchise in relation to furnishing R/W for utilities. A decision was made not to hold up submitting the project for this determination. The retaining wall encroaches upon City R/W for Rast Court. The City has indicated that there is no problem, but the necessary easement will have to be obtained.

There are flowers and shrubs planted on State R/W Lt. Sta. 1596+75 - 1596+25±, which will have to be removed to construct the sidewalk. The shrubs are apparently used for screening for the two homes involved and appear to have been there for a period of time.

## Clearing And Grubbing

There are approximately five (5) trees which will have to be removed. It is intended that removal of these trees and any shrubs be included as part of the bid item for removal of structures and obstructions.

## Traffic During Construction

Vehicular traffic in this area is very congested. Construction activity should be limited to eight (8) hours a day, with the work commencing as early in the morning as possible. Excavation for widening will require closure of the travel lane adjacent to the curb to permit the Contractor room to work. This lane closure is to be limited to actual periods of work when required to conduct the work and for safety of the workmen. Paving operation to be conducted either during the same conditions as the above or night time paving to be permitted, with paving operations not to begin before 10:00 P.M.

## Illumination

All available information on the existing luminaires is being submitted for determination on whether reinstalling the existing luminaires will be adequate illumination for the completed project. The existing luminaires are on two separate systems. Illumination during construction should be required. In order to accomplish this without adding an expensive item for temporary illumination we propose this could be accomplished by requiring the illumination to the right from station 1593+25 to 1601± be completed as Stage I, and all required illumination left of center line be Stage II. This stage construction to be in effect providing we remove and reinstall the existing luminaires. If new luminaires are required the new illumination should be completed prior to removing the existing system.

Form 81-734-3046

**TABULATION SHEET**

SHEET ...... OF ...... SHEETS

RECEIVED
COUNTY & CITY SECTION
APR 20 1976
☐ ENGR. ☐ [illegible] ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

**OREGON STATE HIGHWAY**
**DIVISION**

Diamond Lk. Blvd.-Washington St. (Roseburg)
Oakland-Shady Hwy. Douglas County
Prefix 110-1950

Quantity Summary & Cost Estimate

| Item | | | Unit | Quantity | Price | | Total |
|---|---|---|---|---|---|---|---|
| obilization | | | Lump Sum | 100% | 6,850.00 | | 6,850.00 |
| emporary Prot. & Dir. of Traffic | | | Lump Sum | 100% | 3,500.00 | | 3,500.00 |
| emporary Signs | | | Sq. Ft. | 260 | 6.00 | | 1,560.00 |
| lagmen | | | Hours | 200 | 16.00 | | 3,200.00 |
| emporary Guide Posts | | | Each | 27 | 12.00 | | 324.00 |
| emoval of Struct. & Obstructions | | | Lump Sum | 100% | 5,500.00 | | 5,500.00 |
| nbankment in Place | | | Cu.Yd. | 1160 | 3.00 | | 3,400.00 |
| rench Excavation | | | Cu. Yd. | 21 | 15.00 | | 315.00 |
| inishing Roadbed & Slopes | | | Lump Sum | 100% | 1,000.00 | | 1,000.00 |
| urnishing & Placing Topsoil | | | Cu. Yd. | 100 | 10.00 | | 1,000.00 |
| atering | | | M. Gal. | 25 | 10.00 | | 250.00 |
| tructure Excavation | | | Cu. Yd. | 155 | 8.00 | | 1,240.00 |
| /4" -0 Aggregate Base | | | Ton | 2040 | 6.50 | | 13,260.00 |

Form 81-734-3000

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET ........... OF ........... SHEETS

Diamond Lk. Blvd.-Washington St. (Roseburg)

Oakland - Shady Hwy. Douglas Co.

Prefix 110-1950

Quantity Summary & Cost Estimate

| Item | Unit | Quantity | Price | Total |
|---|---|---|---|---|
| lant Mix Bituminous Base | Ton | 370 | 12.00 | 4,440.00 |
| lass C Asphalt Concrete Mixture | Ton | 2050 | 12.00 | 24,600.00 |
| sphalt Cement in Mixture | Ton | 140 | 85.00 | 11,900.00 |
| lass A Concrete in Retaining Wall | Cu. Yd. | 85 | 130.00 | 11,050.00 |
| inforcement | Lbs. | 5700 | 0.40 | 2,280.00 |
| 3" Sewer Pipe (Storm) | Lin. Ft. | 14 | 12.00 | 168.00 |
| 2" Sewer Pipe (Storm) | Lin. Ft. | 62 | 14.00 | 868.00 |
| xtra For Pipe Under Pavement | Lin. Ft. | 38 | 10.00 | 380.00 |
| oncrete Inlet, Type CG-1 | Only | 4 | 425.00 | 1,700.00 |
| econstructing Inlets | Only | 1 | 75.00 | 75.00 |
| oncrete Walks | Sq. Yd. | 1300 | 10.00 | 13,000.00 |
| oncrete Driveways | Sq. Yd. | 225 | 12.00 | 2,700.00 |
| TRAFFIC SEPARATOR | LIN. FT. | 140 | 4.50 | 63[illegible].00 |
| oncrete Curbs | Lin. Ft. | 2025 | 3.00 | 6,075.00 |

Form 81-734-3047

**OREGON STATE HIGHWAY DIVISION**

**TABULATION SHEET**

**SHEET ........... OF ........... SHEETS**

Diamond Ld. Blvd. - Washington St. (Roseburg)

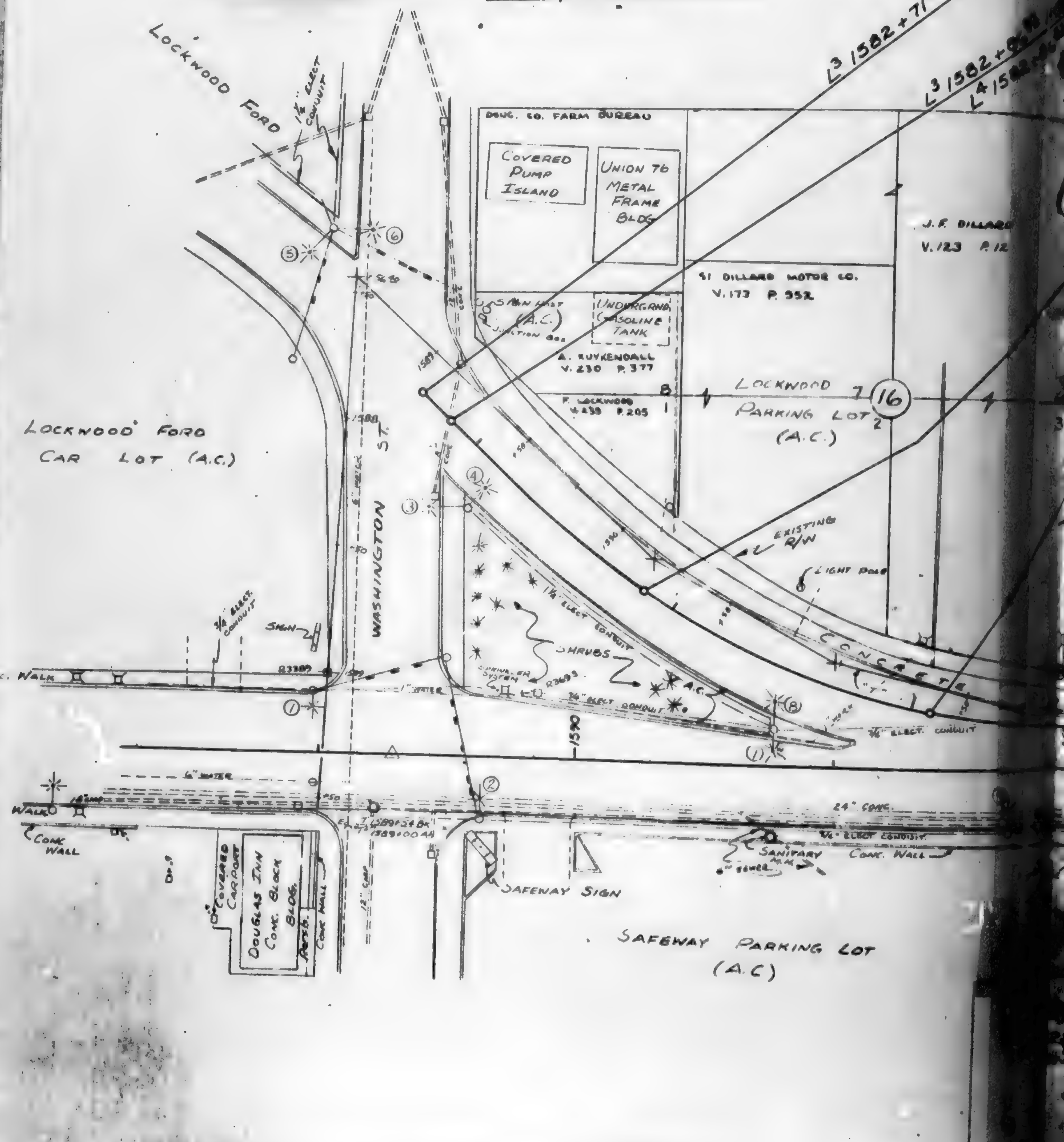
Oakland - Shady Hwy. Douglas County

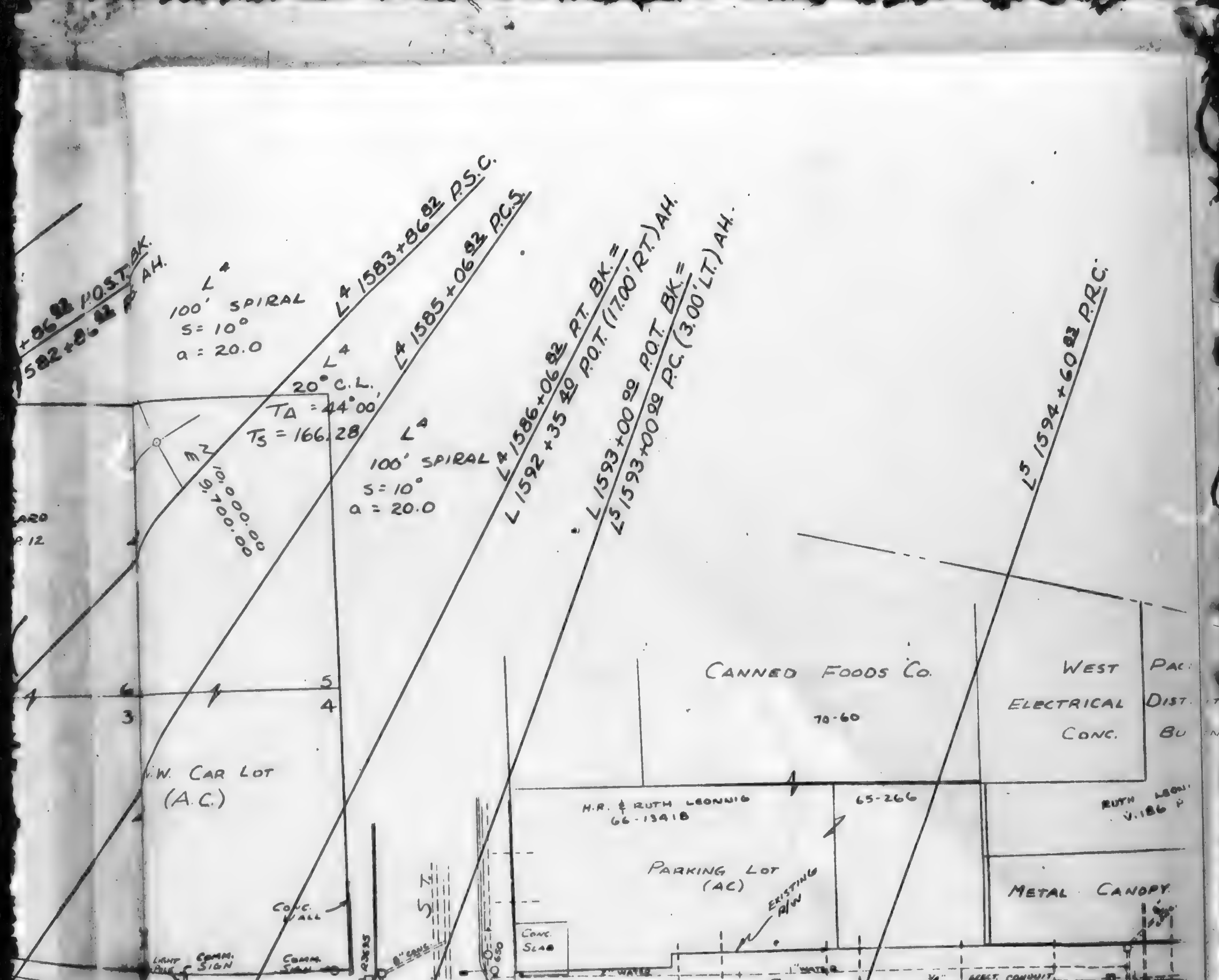
Prefix 110-1950

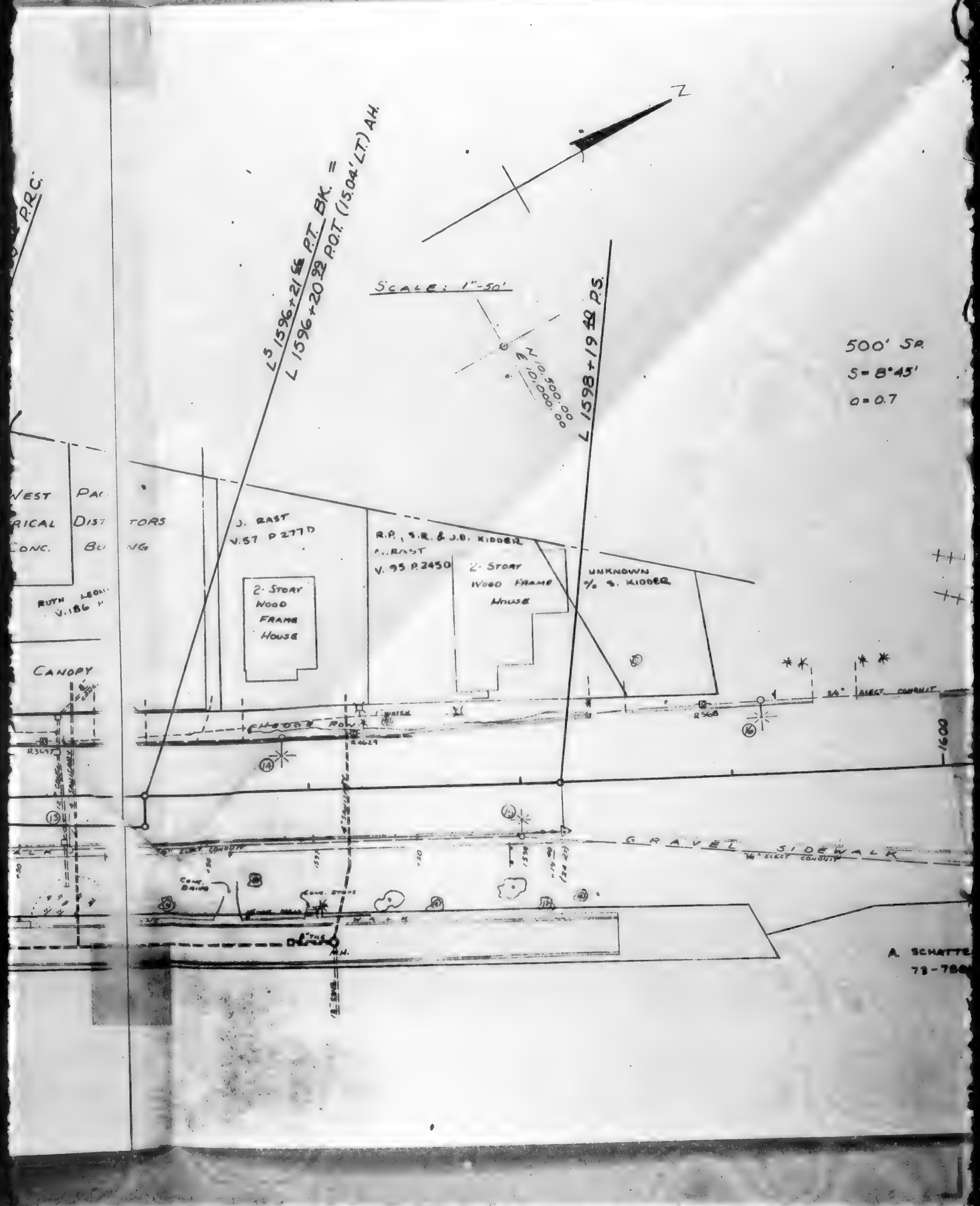
Quantity Summary & Cost Estimate

| Item | Unit | Quantity | Price | Total |
|---|---|---|---|---|
| Adjusting Manholes | Only | 2 | 175.00 | 350.00 |
| Subtotal | | | | 121,695.00<br>~~121,065.00~~ |
| Additional Anticipated Items | | | | |
| Roadway Illumination Installation, Complete | | | 10,000.00 | |
| Traffic Signal Installation, Complete | | | 28,000.00 | |
| Permanent Signing, Complete | | | 3,000.00 | |
| Total | | | 41,000.00 | |
| Subtotal | | | | 162,695.00<br>~~162,065.00~~ |
| Engineering (9 %) | | | | 14,642.5<br>~~14,585.85~~ |
| Contingencies (4½%) | | | | 7,321.28<br>~~7,292.93~~ |
| Grand Total | | | | 184,658.8<br>~~$183,943.78~~ |

RECEIVED
COUNTY & CITY SECTION
APR 20 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐


LOCKWOOD FORD
1¼" ELECT CONDUIT
$L^3$ 1582+71.27 P.T.
$L^3$ 1582+
$L^4$ 1582
DOUG. CO. FARM BUREAU
COVERED PUMP ISLAND
UNION 76 METAL FRAME BLDG
J.F. DILLARD
V.123 P.12
SI DILLARD MOTOR CO.
V.173 P.552
SIGN POST (A.C.)
JUNCTION BOX
UNDERGRND GASOLINE TANK
A. KUYKENDALL
V.230 P.377
F. LOCKWOOD
V.239 P.205
LOCKWOOD PARKING LOT (A.C.)
16
LOCKWOOD FORD CAR LOT (A.C.)
WASHINGTON ST.
6" WATER
1588
1589
1590
EXISTING R/W
LIGHT POLE
CONCRETE
SHRUBS
SPRINKLER SYSTEM
1¼" ELECT CONDUIT
¾" ELECT. CONDUIT
¾" ELECT. CONDUIT
SIGN
C. WALK
1" WATER
A.C.
6" WATER
WALK
CONC WALL
24" CONC.
¾" ELECT CONDUIT
SANITARY M.H.
6" SEWER
CONC. WALL
COVERED CARPORT
DOUGLAS INN CONC. BLOCK BLDG.
CONC WALL
12" CMP
SAFEWAY SIGN
SAFEWAY PARKING LOT (A.C)
1
2
3
4
5
6
7
8

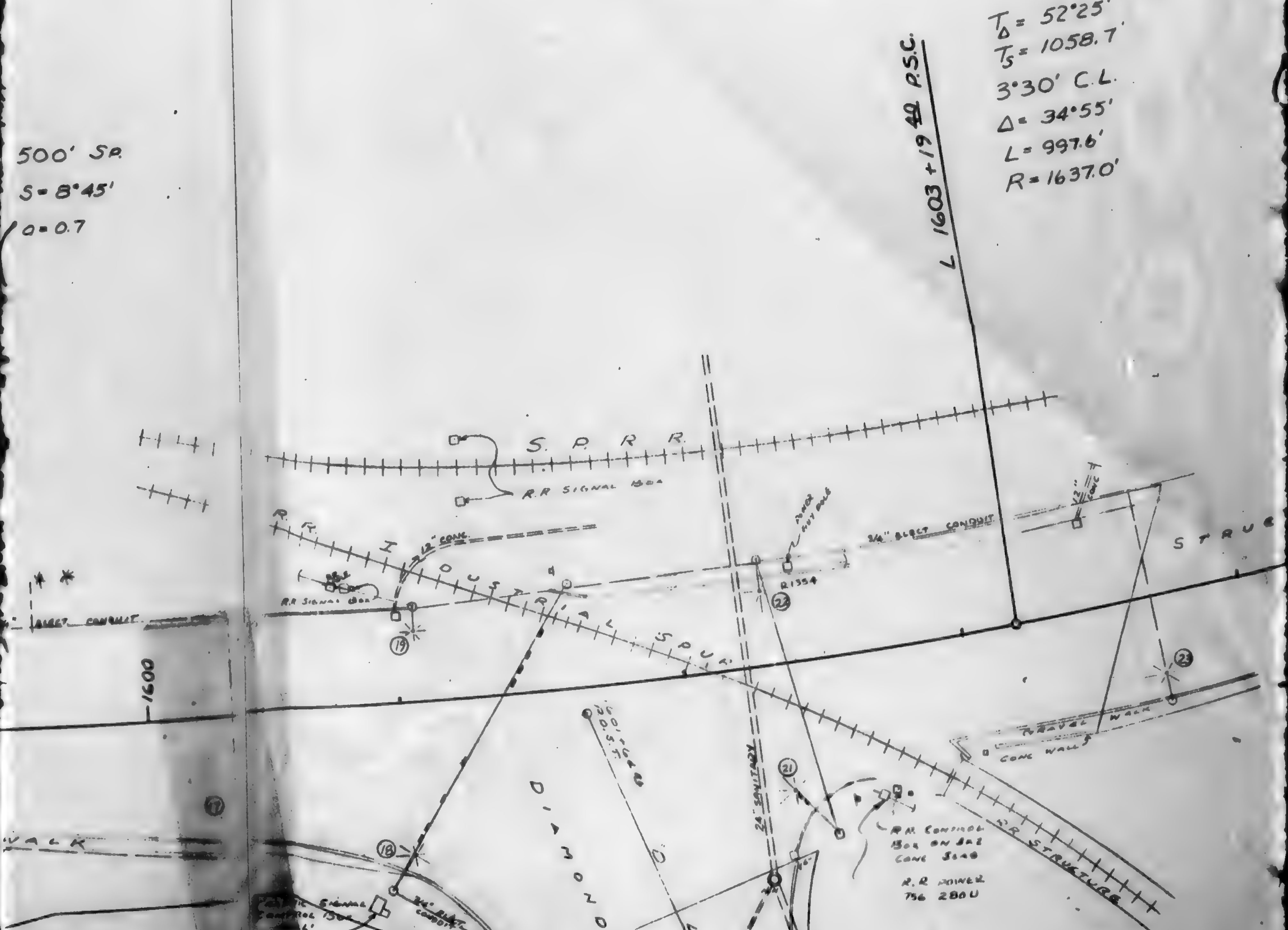

+86 92 P.O.S.T. BK.
582+86 92 AH.
L4
100' SPIRAL
S = 10°
a = 20.0
L4 1583+86 92 P.S.C.
L4
20° C.L.
TΔ = 44°00'
TS = 166.28
L4 1585+06 92 P.C.S.
L4
100' SPIRAL
S = 10°
a = 20.0
L4 1586+06 92 P.T. BK. =
L 1592+35 40 P.O.T. (17.00' RT.) AH.
L 1593+00 99 P.O.T. BK. =
L5 1593+00 99 P.C. (3.00' LT.) AH.
L5 1594+60 93 P.R.C.
91,000.00
70,000.00
ARD
P. 12
4
6
3
5
4
W. CAR LOT
(A.C.)
CONC. WALL
LIGHT POLE
COMM. SIGN
COMM. SIGN
R3635
SIDEWALK
10
.50
1593
8" CONC.
24
GAS
WATER
.56 25 (24 LT.)
650
CONC. SLAB
2" WATER
CANNED FOODS CO.
70-60
H.R. & RUTH LEONNIG
66-13418
65-266
PARKING LOT
(AC)
EXISTING R/W
WATER
R3696
12
1595
ELECT. CONDUIT
WEST PAC
ELECTRICAL DIST
CONC. BU
RUTH LEONI
V.186
METAL CANOPY
R3697
13
N 27° 54' E
GRAVEL SIDEWALK
24" CMP
8" CONC.
11
.56 25 (22 RT.)
N10,000.00
E10,000.00
.56 25 (34 RT.)
WALK
.50
1595
.50
6" SANITARY
ELECT. CONDUIT
CONC.
DOUGLAS
24" CONC.
SAFEWAY STORE
CONC. BLOCK BLDG.
L5
4° REV. CURVES
Δ = 6°26' EA.
T = 80.50'


P.R.C.
LS 1596+21.66 P.T. BK. =
L 1596+20.22 P.O.T. (15.04' LT.) AH.
N
SCALE: 1"-50'
L 1598+19.40 P.S.
N 5000.000
500' SP.
S=8°45'
O=0.7
WEST PAC
RICAL DIST TORS
CONC. BU NG
RUTH LEON
V.186
J. RAST
V.57 P.2770
2-STORY
WOOD
FRAME
HOUSE
R.P., S.R. & J.D. KIDDER
RAST
V.95 P.2450
2-STORY
WOOD FRAME
HOUSE
UNKNOWN
% S. KIDDER
CANOPY
R3697
R4629
R568
⑭
⑯
⑬
16.00
GRAVEL SIDEWALK
ELECT. CONDUIT
ELECT. CONDUIT
CONC. DRIVE
CONC. STEPS
M.H.
A. SCHATTE
73-788

DIAMOND LAKE ~ WASHINGTON ST.
S.R. 234 HIGHWAY 99
ROSEBURG CITY LIMITS

|  |  | PROJECT NUMBER | FISCAL YEAR |
|---|---|---|---|
| 8 | OREGON |  |  |

VERNON E. SHULL, RES. ENGR.
MARCH 1976



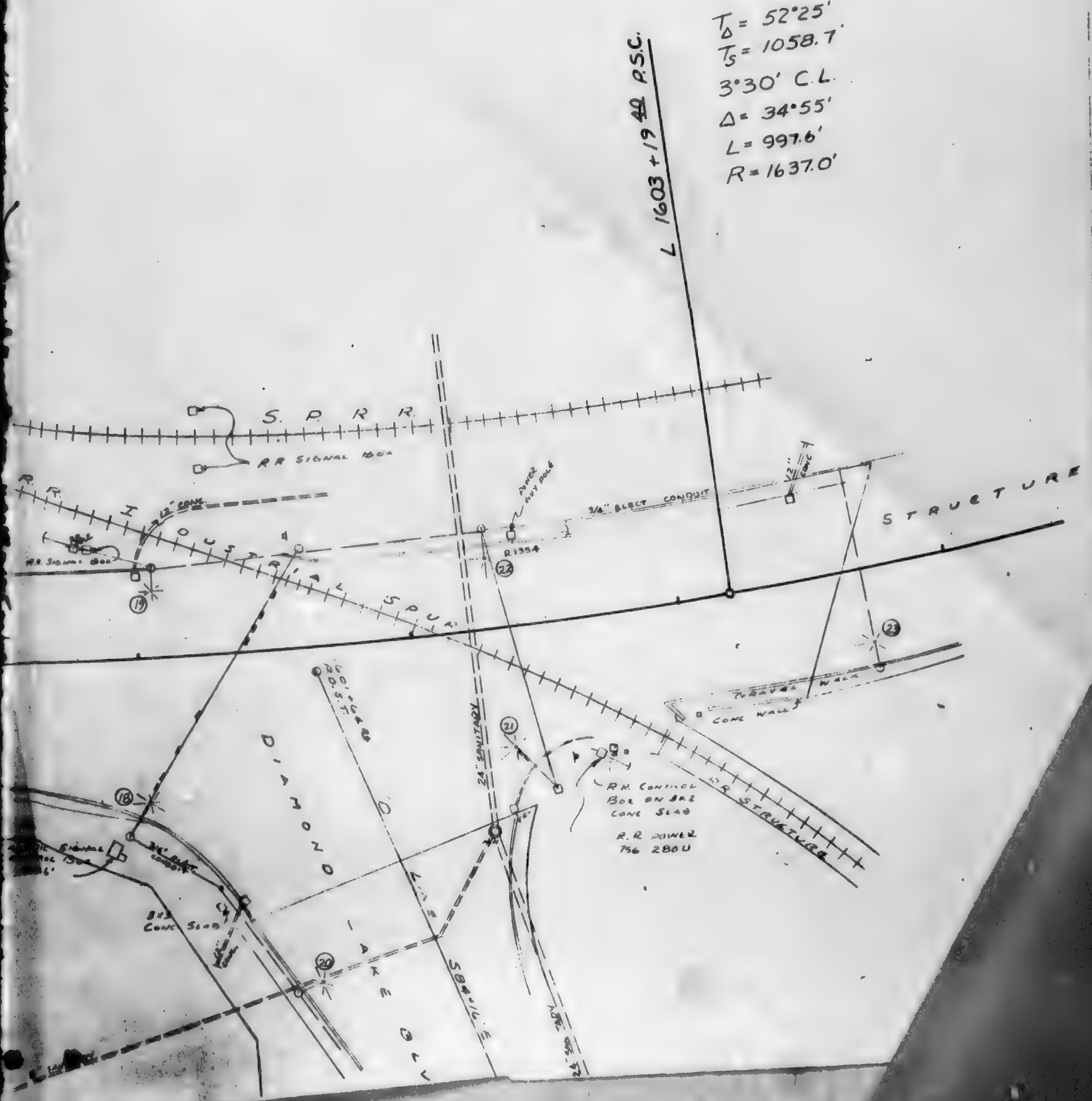
$T_\Delta$ = 52°25'
$T_S$ = 1058.7'
3°30' C.L.
Δ = 34°55'
L = 997.6'
R = 1637.0'
L 1603+19.40 P.S.C.
500' Sp.
S = 8°45'
a = 0.7
S. P. R. R.
R.R. Signal Box
R.R. INDUSTRIAL SPUR
12" Conc.
3/4" Elect Conduit
Elect Conduit
R.R. Signal Box
Struc
Travel Walk
Conc Wall
R.R. Structure
R.R. Control Box on 3x3 Conc Slab
R.R. Power 756 280U
R1354
1600
Walk
Traffic Signal Control Box
3x3 Conc Slab
DIAMOND LAKE BLVD
S84°11'E
24" Sanitary
A. SCHATTENKES
73-7861
17
18
19
20
21
22
23

DIAMOND LAKE ~ WASHINGTON ST.
S.R. 234 HIGHWAY 99
ROSEBURG CITY LIMITS

No
1

| [illegible] | [illegible] | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | OREGON | | | [illegible] |

VERNON E. SHULL, RES. ENGR.
MARCH 1976


$T_\Delta$ = 52°25'
$T_S$ = 1058.7'
3°30' C.L.
$\Delta$ = 34°55'
L = 997.6'
R = 1637.0'
L 1603 + 19.40 P.S.C.
S. P. R. R.
R.R. SIGNAL BOX
R. R. INDUSTRIAL SPUR
12" CONC.
R.R. SIGNAL BOX
3/4" ELECT. CONDUIT
POWER GUY POLE
R1354
STRUCTURE
19
22
23
18
21
20
GRAVEL WALK
CONC WALL
DIAMOND LAKE BLV.
24" SANITARY
R.R. CONTROL BOX ON 8X2 CONC SLAB
R.R. POWER 756 280U
8X3 CONC SLAB
SB 4°16' E
OR STRUCTURE

7717

FAUS Rulien

FORM 81-734-3030

FILE: PRO 6

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 15, 1976

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Details of Financing Diamond Lake Blvd.-Washington Ave. (Roseburg) Section
Oakland-Shady Highway
Roseburg

ATTENTION: John Grassman

This is in response to your verbal request for information concerning the city of Roseburg's intentions concerning financing and advancing the subject project.

The City has been aware of the possibility of the Oakland-Shady Highway's change in status from a secondary to a primary facility since the formal application was made. We have on file letters stating that they hoped to be able to advance the project through the right-of-way acquisition phase with FAUS funds prior to the June 30, 1976, realignment of the Federal-aid Urban System.

The City was aware of the possibility of having to await their turn for primary funds for the construction phase.

It might now be possible to consider a transfer of FAUS funds to the primary fund if all agencies agreed and the Governor was agreeable.

In any event, the City is anxious to have the right-of-way phase programmed for FHWA approval and to have the State acquire the needed parcels.

GLC/dt

cc: L. W. Rulien
Jack McCormick
Vern Shull
D.E. SWAN

RECEIVED
COUNTY & CITY SECTION
APR 26 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
APR 19 '76
REFER TO:
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

8717

Culien
PRO 6
Jans

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 23, 1976

Mr. Donald A. Bentz
Director of Public Works
City of Roseburg
900 S.E. Douglas Avenue
Roseburg, OR 97470

Dear Mr. Bentz:

This will acknowledge your letter of January 15, 1976, requesting information concerning possible expiration of FAUS funds and asking the status of your FAUS project on Stephens Street between Diamond Lake Boulevard and Washington Street in Roseburg.

The FAUS funds are allocated to the State of Oregon and the Highway Division apportions to the urban areas. As project funds are obligated, they are from the first year funds (1974). As long as urban area projects utilize the funds, the state loses no FAUS funds. When your first project is programmed, it may not actually be 1974 funds but rather the latest year from which 100% obligation has not occurred. We see no problems with Roseburg funds lapsing at this time.

The FAUS project for five laning of Stephens Street was held up pending formal FHWA approval of your urban area boundary and system. This was in turn held up by the need for documentation of the FAA action involving the Alameda Street-Broad Street construction south of the airport runway. The FAA study presented cannot be used as it had an expiration date of January 31, 1973. A current study will have to be made before the Federal Highway Administration will approve this portion of the system. Please contact the FAA and request a current study.

PROJECT MANAGEMENT
JAN 26 '76
REFER TO:
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me ☐

RECEIVED
COUNTY & CITY SECTION
JAN 26 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ■ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

The FHWA has approved Roseburg's FAU boundary and system with eight exceptions, one of which is FAU 3130 south of the airport. I have asked for a map showing the exception. When received, you will be notified of the locations.

Stephens Street is not one of the exceptions. Thus, this is notification that your Diamond Lake Boulevard-Washington Street FAUS project is approved for preliminary engineering. This will allow development of final plans or taking the project just short of the construction phase. By a copy of this letter, Mr. Vern Shull is being advised that he may proceed with the field location (prefix 110-1950).

If you have any further questions, please contact this office or Mr. Shull.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Jack McCormick
Vern Shull

8717

11-10-75

8

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-3035(1)

STATE PROJECT NO. Diamond Lake Blvd. - Washington Ave. Section

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. M-53

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

STA HWY

NOV 17 '75

REFER TO Rulien

FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE November 10, 1975

FEDERAL ROUTE NUMBER FAU Route 3035

STATE ROUTE NUMBER Secondary Route 234

GENERAL LOCATION:

SR 99 Diamond Lake Blvd., South 0.17 miles.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Preliminary Engineering up to PS&E preparation at a total estimated cost of $10,000 - federal funds $7,800.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 10, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 30, 1975 letter you are authorized to proceed with the work as shown above.

DATE 11-10-75

SIGNATURE OF APPROVING OFFICIAL C R Burghardt for

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHW
Oregon

BY (Signature)
L.W.Rulf

TITLE
Project

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

~~[illegible]~~
ITEM NOS. 53 THRU ______

~~[illegible]~~
ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | ** FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR<br>Location |
|---|---|---|---|---|---|
| 3 | M-3035(1) | 0.17 | 16,000 | 12,480 | Diamond Lake Blvd. - Wa Ave. (Roseburg) Douglas State of Oregon. |

NOV 17 '75
REFER TO
FOR

REMARKS (Division)

| RECOMMENDED | | APP | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE<br>11-10-75 | SIGNATURE AND<br>G. L. Green |

** * Program approval ~~[illegible]~~ shall not constitute any commitment of Federal funds nor shall it be co tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-68
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## UEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

| | |
|---|---|
| STATE HIGHWAY DEPARTMENT<br>Oregon | DATE<br>11-10-75 |
| BY (Signature)<br>L.W.Rulien's October 30, 1975 letter | |
| TITLE<br>Project Management Engineer | |

EDERAL FUNDS

☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

XXXXX

ITEM NOS. ______ THRU ______

| LENGTH (Miles) | TOTAL ESTIMATED COST | ** FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) Location | Work |
|---|---|---|---|---|
| 0.17 | 16,000 | 12,480 | Diamond Lake Blvd. - Washington Ave. (Roseburg) Douglas County State of Oregon. | Preliminary Engineering |

NOV 17 '75
REFER TO
FOR

| RECOMMENDED<br>AND TITLE | DATE<br>11-10-75 | APPROVED<br>SIGNATURE AND TITLE<br>CR Burghardt<br>for G. L. Green, Division Administzator |
|---|---|---|

XXXXXXXXXXXXXXXXXXXt shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligament to provide Federal funds for the undertaking.

GPO 915.690

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO. | FORM PR-1 (REV. 4-61) | FEDERAL-A |
| DATE SUBMITTED TO W.O. | October 30, 1975 | |

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>SR 99, Diamond Lake Blvd.,S. 0.17 mi.<br>21 60 | **ADT** | PRESENT<br>19,000 | FUTURE<br>28,500<br>(66) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Preliminary Engineering<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(65) (66) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | P |

| | | |
|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS Urban System | COUNTY NAME |
| | NAME OF URBAN AREA Roseburg<br>17-31 | ROUTE NO. U \| FEDE |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (55) | (56) (66) | (67) |
| 5 | | | | | **PE** | | SR 99, Diamond Lake Blvd., S. 0.17 mi. | 0.17 | 16,000 | 12,480 |
| 5 | | | | | **ROW** | | | | (20,000) | |
| 5 | | | | | **CONST** (CODE) | | "Diamond Lake Blvd.-' Washington Ave. (Roseburg) | | (99,000) | |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY C.L. | PROJECT TOTALS | 0.17 | 16,000 | 12,480 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

NOV 10 1975

FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

, 1975

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 65 | ADT | PRESENT<br>19,000 | FUTURE<br>28,500<br>(66) (70) | YEAR<br>95<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) | APPN CODE<br>W32<br>(4) (9) | ITEM NO.<br>53<br>(14) (15) |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| V AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M-<br>14 28 | NUMBER<br>3035<br>7 | SEQ. NO.<br>(1)<br>13 | T. Projects Only<br>POST MI.<br>(24) (26) | DESIG.<br>27 |

| | | | | | |
|---|---|---|---|---|---|
| COUNTY NAME | Douglas | CODE<br>019<br>(14) (16) | | | PROGRAM STAGE<br>☐ 1 OR ☒ 2 |
| ROUTE NO. U | FEDERAL-AID<br>3035<br>(32) | STATE<br>234<br>(36) | U.S.<br>(37) ---- (41) | | |

ESTIMATED PROJECT COST BY PHASES

| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|
| (54) (55) | (56) (66) | (67) (76) | | | |
| 0.17 | 16,000 | 12,480 | 3,520 | | P.E. all phases. |
| | (20,000) | | | | (Future Gr., Dr., H.T. pave. 64' curbed roadway for 5-12' travel lanes 7' sidewalk/bikeway each side) |
| | (99,000) | | | | ROW-80' normal; Access control-none; Parking restrictions-complete. |
| 0.17 | 16,000 | 12,480 | 3,520 | | |
| | (16) (23) | (24) (33) | REMARKS | | |

RECEIVED
COUNTY & CITY SECTION
NOV 17 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ RE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

-Over-

## DIAMOND LAKE BLVD.-WASHINGTON AVE. (ROSEBURG) SECTION

## PROJECT NO. M-3035(1)

Existing Facility: Variable 44 to 64' foot roadway with 4 travel lanes.

Adjacent Sections:

Northeast End--64' curbed roadway.

Southwest End--One way couplet S. bound Pine St. is 30-foot curbed roadway; N. bound Stephens St. is a 28-foot curbed roadway.

Project Data: Work under this project consists of preliminary engineering all phases for the future construction required to widen the existing roadway to a 64-foot curbed section to provide three southbound lanes and two northbound lanes with an exclusive right turn lane at Washington Street, revise signals and illumination and provide 7-foot sidewalk/bikeway on each side.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearing--Opportunity for a public hearing will be offered and held if requested.

(b) Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and District 6 Clearinghouse A-95 review letters of approval dated October 8, 1975 and September 18, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 27, 1975.

Data for PR-37:

| | | |
|---|---|---|
| Preliminary engineering | ----Field Work | $10,000 |
| | P.S. & E Preparation | 6,000 |
| | Total | $16,000 |

NOTE: This project is in Congressional District No. 4

8717

PR- 6-2

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 30, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-3035(1)

We are submitting program data for one project, Item No. 53, Project No. M-3035(1), "Diamond Lake Blvd.-Washington Ave. (Roseburg) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering up to P.S. & E preparation at an estimated cost of $10,000 with Federal funds of $7,800.

Copies of State Clearinghouse and District 6 Clearinghouse A-95 review letters of approval were previously submitted.

CL:md

cc: Alfred Shirley (Region 3)

RECEIVED
COUNTY & CITY SECTION
OCT 31 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ OPE ☒ CE ☐ RE ☐ RPE ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8717

Jane

Salem, Oregon
October 24, 1975

Richard Unrein
Urban Engineer

Urban System Project
Programming Request

Mr. D. E. Swan
Federal Aid Engineer
BUILDING

City: Roseburg.

Section: Diamond Lake Blvd.-Washington Ave.
Oakland-Shady Hwy., FAU 3035 (Proposed)
0.17 mile

Proposed Work: All phases of preliminary engineering by state necessary to prepare project for contracting.

| Costs: | Total | Federal | State |
|---|---|---|---|
| Preliminary Engineering | $ 16,000 | $ 12,480 | $ 3,520 |
| Right-of-Way | (20,000) | (15,600) | (4,400) |
| Construction | (99,000) | (77,220) | (21,780) |
| TOTAL | $135,000 | $105,300 | $29,700 |

*Field--$10,000 P.S. and E.--$6,000

State Clearinghouse Approval: 10/8/75.

District 6 Clearinghouse Approval: 9/18/75.

Approved by Transportation Commission: 3/31/75.

See attached project application for additional project information.

GEZ:sch

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

8717

8

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div.

PROJECT TITLE: Diamond Lake Blvd. - Wash. Ave. Roseburg

DATE: October 8, 1975

The state has reviewed your project and reached the following conclusions:

10/13/75

cc: G.L.Green, FHWA
P.B.Klaboe
Victor Wolfe
J.B.Boyd
R.E.Royer
J.H.Versteeg
Gary Potter
G.N.Hopkins, County/City
B.L.Gifford
D.E.Swan
A.Shirley, Jr. Reg. 3
J.C.McCormick Dist. 6
Aeronautics Div.

☒ XX No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
OCT 13 '75
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

7509 2 510

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

Ben

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

PNRS #2

8717.

8

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 9 '75
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

September 9, 1975

TO

Executive Department
Federal Aid Coordination

Umpqua Regional Council of
Governments
Douglas County Courthouse Annex
205 S.E. Jackson Street
Roseburg, OR 97470

FROM

George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for Federal Aid Funds
State Admin. District No. 6
Diamond Lake Blvd.-Washington Ave. Section
Oakland-Shady Highway
Douglas County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 20, 1975.

BLG:ljt
Attachment

cc:
- G. L. Green, FHWA
- F. B. Klaboe
- Victor Wolfe
- J. B. Boyd
- R. E. Royer
- J. H. Versteeg
- Gary Potter
- G. N. Hopkins, County/City
- B. L. Gifford
- D. E. Swan
- A. Shirley, Jr. Reg. 3
- J. C. McCormick, Dist. 6
- Aeronautics Division

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | | | |
|---|---|---|---|---|
| 02 | 12] APPLICANT [45<br>State Highway Division | 46] DIVISION [79<br>Department of Transportation | | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>State Highway Building | 46] CITY [60<br>Salem | 76] ZIP [80<br>97310 | |
| 04 | 12] CONTACT PERSON [45<br>L. W. Rulien | 46] AREA CODE [48<br>503 | 49] PHONE [55<br>378 | 56] EXTENSION [59<br>6563 |
| 01 | 12] PROJECT TITLE [71<br>Diamond Lake Blvd.-Washington Avenue District 6 | | | |
| 11 | 12] PROJECT LOCATION—CITY<br>Oakland-Shady Highway,<br>Roseburg | PROJECT LOCATION—COUNTY<br>Douglas | PROJECT LOCATION [79<br>SEC: -- T: 27 S<br>R: 5 W | |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, acquisition of right-of-way,

06 12] grading, paving and incidental work required to add a fifth lane along with merging [71

07 12] and turning lane modifications to the existing four-lane facility. [71

08 12] (See attached environmental assessment for more information) [71

09 12] [71

10 12] [71

| 12 | AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|---|
| | 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| | 105,300 | -- | 14,850 | 14,850 | -- | 135,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: Sept. 9, 1975

**(D) REVIEW REQUIRED by A-95** Yes ☒ 31 No ☐ 32

**(E) ENVIRONMENTAL IMPACT** Yes ☐ 33 No ☒ 34

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 35 No ☒ 36

| | | | |
|---|---|---|---|
| **(G) ESTIMATED APPLICATION FILING DATE:** | 41] MONTH [42<br>October | 43] DAY [44<br>20 | 45] YEAR [46<br>1975 |

Form PNRS-1 Page 1

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9/9/75

VI. If project includes state funds (12C), identify agency State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

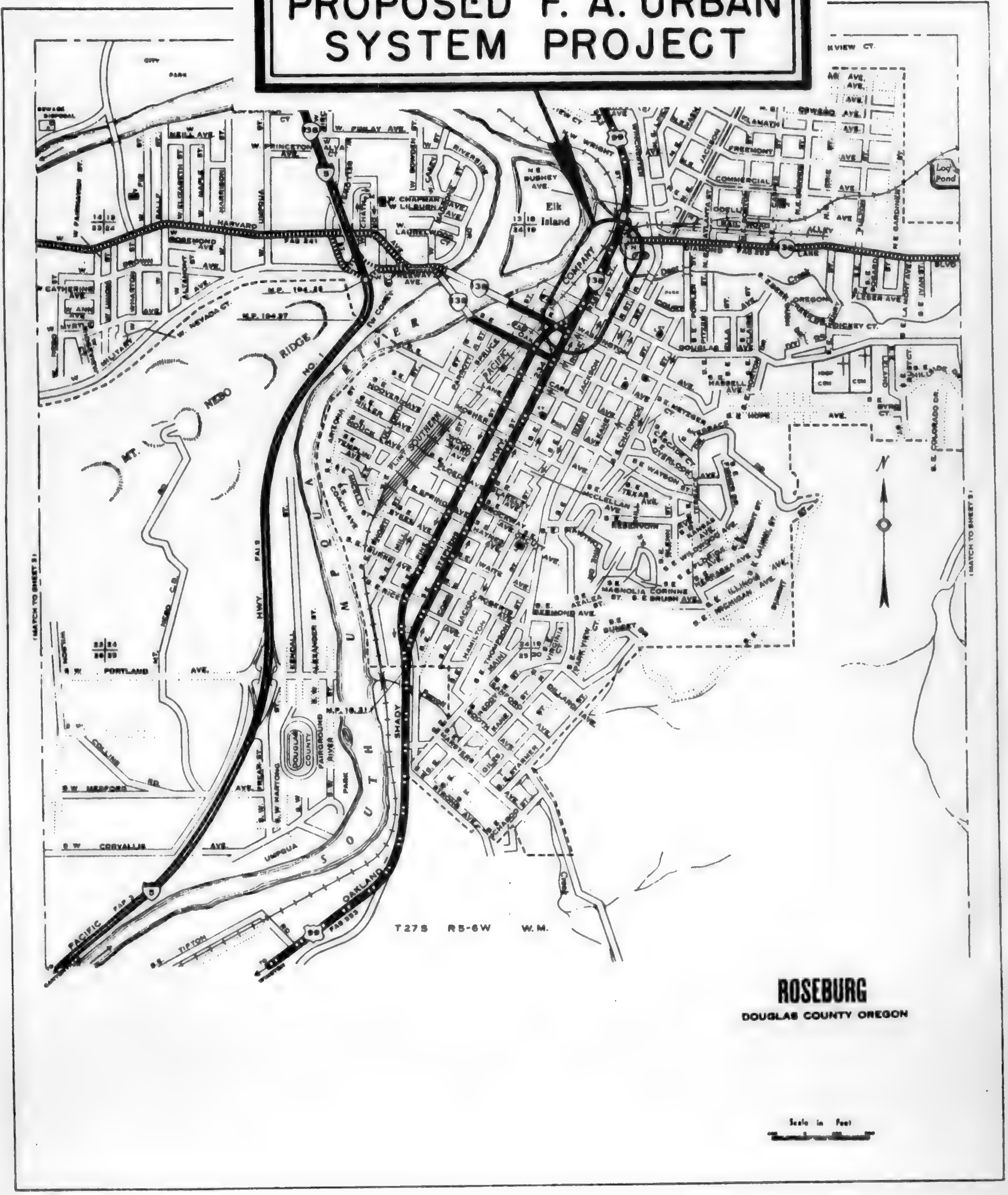
### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(3) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by the State Highway Division in response to an Urban System improvement by the City of Roseburg.

A public hearing will be offered.

# PROPOSED F. A. URBAN SYSTEM PROJECT


Elk Island
Log Pond
MT. NEBO RIDGE
SOUTH UMPQUA RIVER
DOUGLAS COUNTY FAIRGROUND
HARVARD
W. MILITARY
W. NEVADA CT.
S.W. PORTLAND AVE.
S.W. MEDFORD
S.W. CORVALLIS AVE.
COMMERCIAL
FREEMONT
DOUGLAS
JACKSON
SOUTHERN PACIFIC
MAGNOLIA
CORINNE
BRUSH AVE.
TEXAS AVE.
HOOVER AVE.
TIPTON
OAKLAND
N
(MATCH TO SHEET 2)
(MATCH TO SHEET 3)
T27S R5-6W W.M.
ROSEBURG
DOUGLAS COUNTY OREGON
Scale in Feet

8717 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

# *Memorandum*

DATE: August 27, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project M-3035(-)
Diamond Lake Blvd-Washington Ave.(Roseburg) Sec.
Oakland-Shady Highway
Douglas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's July 29, 1975 letter has been reviewed.

We concur with your finding that the proposed project constitutes a NON-MAJOR action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

CC:
OSHD (G Potter)
OSHD (C Laux)

RECEIVED
2 1975

NOTED
E. S. HUNTER

cc Rulien

RECEIVED
STATE HWY ENGR
AUG 29 '75
REFER TO
Schroeder
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ✓ |  |  |  |  |  | ✓ |

NOTED
R. L. SCHROEDER

2717

## Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date 24 July 1975

### A. PROJECT IDENTIFICATION

Name of Project Diamond Lake Blvd.-Washington Ave. (Roseburg) M-3035 (-)
(Section)

Location of Project Oakland-Shady (Highway Name) FAU 3035 St. Rt. 234 (Highway No., US - ORE)

Roseburg (City) Douglas (County) III (Region)

Program FAU (Funding) $135,000 (3/75) (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To prepare plans, specifications and cost estimates to widen and improve the subject section. (Basically to add a fifth lane along with merging and turning lane modifications to the existing 4-lane facility).

Origin and History: The existing section was graded and paved in 1933 and underwent additional grading and paving in 1944. Only maintenance overlays have been recorded since then.

### C. DESCRIPTION OF PROJECT

Length 0.23 miles

Termini Northern terminus is at Diamond Lake Blvd. (M.P. 17.18)
Southern terminus is at Washington Ave. (M.P. 17.41)

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
NON-MAJOR

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 0.07 acres; corners of existing parking lots.

Typical Section Five 12-foot travel lanes with 2-foot shy distances; 64 feet overall, curb to curb; also sidewalks/bikeways.

Structures None

Characteristics (ADT) 1973 ADT: 18,500; Projected 1993 ADT: 35,000

Other General Information (or Supplemental information to items) Widening will require acquisition of right-of-way (by City of Roseburg) and revisions to traffic signals and illumination. The primary purpose of widening is to provide 5 traffic lanes (versus 4 existing); bikepaths/sidewalks are also part of the proposal. Materials will probably be commercial.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Only the null option (maintaining status quo) and small changes in minor design elements seem realistic alternatives.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ Offering Required ☐ Recommended

Type Corridor-Design Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project section is situated on the lower terrace topography of the South Umpqua River and Deer Creek drainages. In the immediate project vicinity the land is essentially level, being filled for that purpose, except to the east-northeast where it falls off below the grade of the present roadway. Drainage, generally, is to the north and west through the project area.

A few riparian and ornamental trees, some of substantial size, occupy pockets of the area - perhaps a half dozen of them will be affected.

For the most part the surrounding setting is man-made: Leveled, paved, and built upon.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Existing land use is predominantly roadside commercial (mostly well set back): Automotive lot and showroom, supermarket, warehouse foods, electrical equipment distributor, etc. East and northeast margins of the section have separated parking; and there is one large older residence closely abutting the northwestern edge of the section.

Noise should not be a concern on this project. Roadway expansion is quantitatively small and is not in the direction of any critical receptors.

Resultant air quality is anticipated to show some incidental improvement.

Utilities, primarily local distribution lines (T.V. Cable, power, telephone), will require adjustment and 3 large old poles will have to be removed.

Mast arm signals and illumination standards in the vicinity of Douglas Ave. will require adjustment.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Two wedge-shaped parcels will be required at the corners of the westerly intersection of Douglas Ave. and N. Stephens St., 0.02 and 0.05 acre respectively. This ROW requirement is not deemed significant and would, therefore, not be a factor in hearing requirement.

   Consequences: Both parcels form the corners of large paved lots. One lot is used by the local VW dealership for display parking, the other is used for customer parking at a discount canned foods market. The viability of neither lot is threatened by the R/W requirement.

2. Estimated Changes in Traffic Patterns:
   Storage and merging movements should be enhanced or their need eliminated.

   Consequences: Greater mobility and less congestion are anticipated.

3. Estimated Changes in Land Use: No changes are expected except for the removal of some private parking on existing OSHD right-of-way.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: Short-term construction-related noise and air impacts, some reduction of presently abutting tree cover.

   Consequences: No lasting consequences.

5. Expected Adverse Effects on Cultural and Scenic Resources: Minimal

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

**None**

7. Potential for Controversial Issues: Construction disruptions to traffic are likely to be an annoyance.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

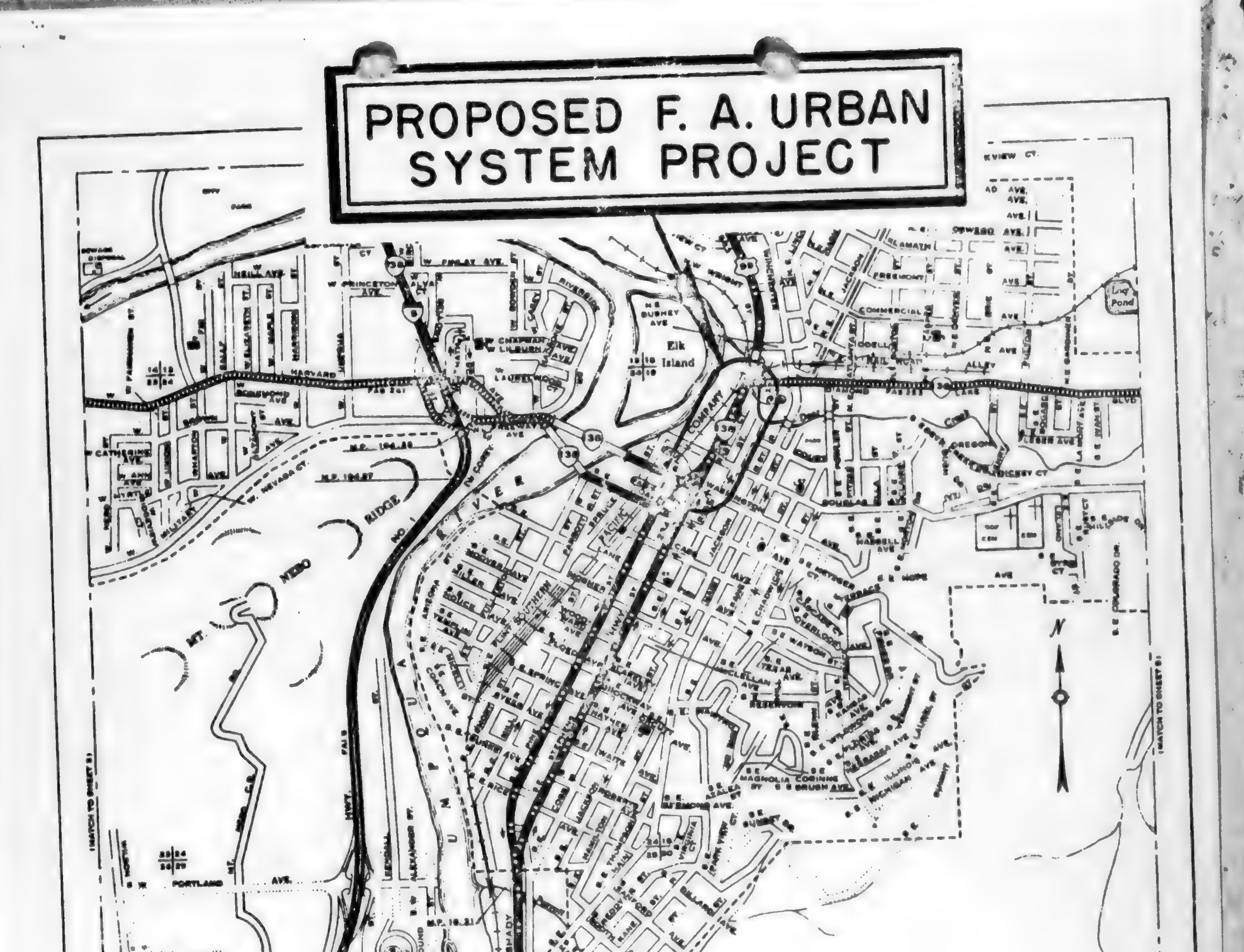
☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________

# PROPOSED F. A. URBAN SYSTEM PROJECT


ROSEBURG
DOUGLAS COUNTY OREGON
SOUTH UMPQUA RIVER
Elk Island
MT. NEBO
NEBO RIDGE
DOUGLAS COUNTY FAIRGROUND
Log Pond
HARVARD
PACIFIC
OAKLAND
SHADY
S.W. PORTLAND AVE.
S.W. MEDFORD AVE.
S.W. CORVALLIS AVE.
COMMERCIAL
FREMONT
MAGNOLIA CORINNE
T27S R5-6W W.M.
N
Scale in Feet

8717 4-3-75 FAU

## PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Diamond Lake Blvd-Washington Avenue
Oakland-Shady Hwy, FAU 3035

Project Federal Aid Number: M-3035(-)

Applicant: State (Roseburg)

Contact: Region Engineer

Federal Aid Funds: FAS____ FAUS XX Other____

Date Project Approved by Trans. Comm.: 3/31/75

State to: ___ Review applicant's right-of-way acquisition program, or

X Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: Request initiated by City of Roseburg, but is State project by FAUS policy.

Richard Unrein
Richard Unrein, Urban Engineer
County-City Unit

4/3/75
Date

cc: Right-of-Way Engineer
Region 3 Engineer
Region 3 Federal Aid Engineer
Region 3 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ● UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

2/18/75

STATE HIGHWAY DIVISION
Proposed Urban System Project

N. E. Diamond Lake Boulevard-S. E. Washington Avenue Section
Oakland-Shady Highway, FAU 3035
Grading and paving; 0.17 mile; $135,000

This project entails all the work and costs to widen and improve the Oakland-Shady Highway.

Perform all necessary engineering.

Acquire required right-of-way.

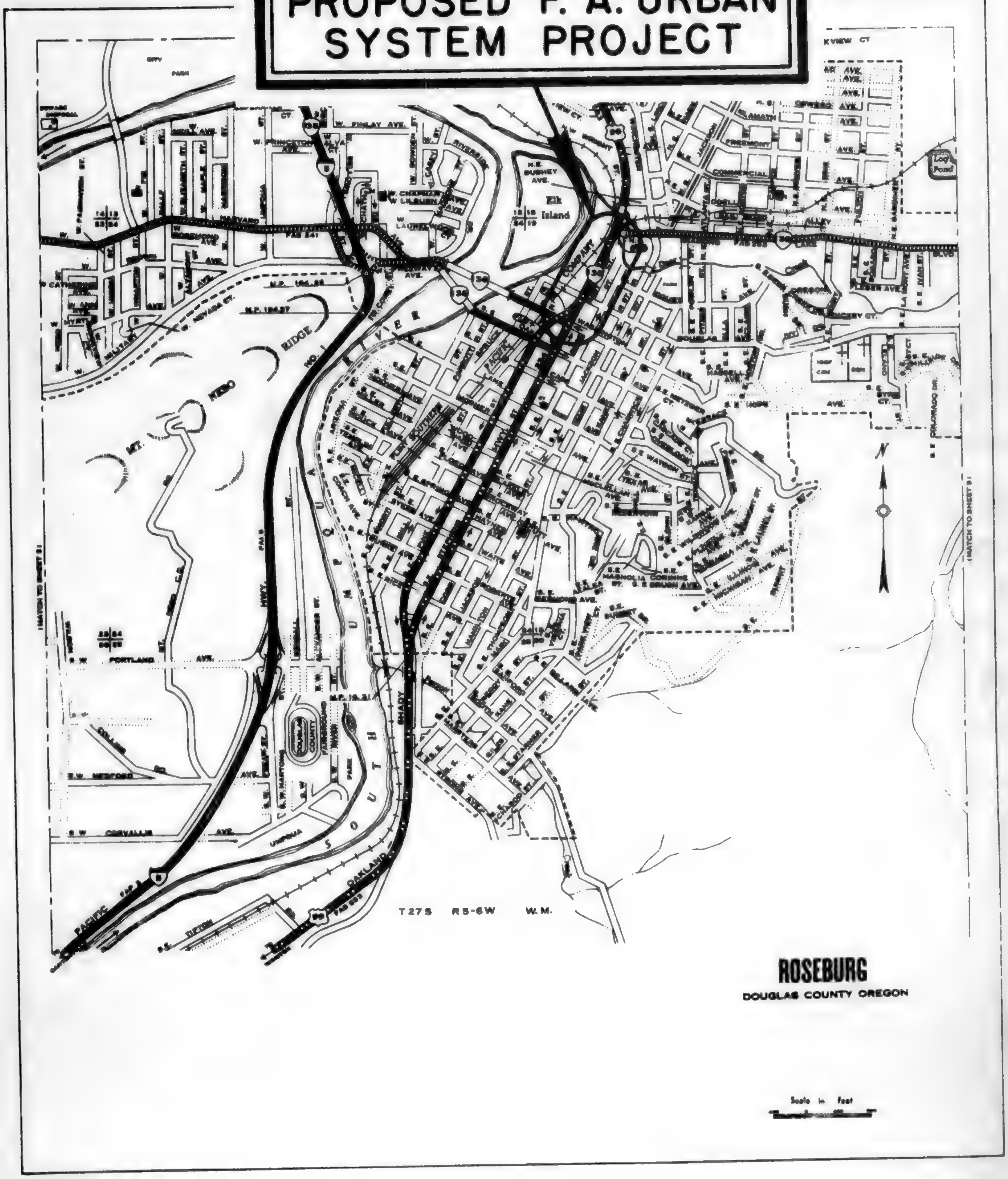
Construct 64-foot curb-to-curb street section.

Provide sidewalk/bikeways.

Provide necessary revisions to traffic signals and illumination.

75-c
3/18/75

# PROPOSED F. A. URBAN SYSTEM PROJECT


Elk Island
Log Pond
MT. NEBO RIDGE NO. 1
SOUTH UMPQUA RIVER
W. HARVARD AVE.
S.W. PORTLAND AVE.
S.W. MEDFORD AVE.
S.W. CORVALLIS AVE.
DOUGLAS COUNTY FAIRGROUNDS
PACIFIC
OAKLAND
(MATCH TO SHEET 3)
N
T27S R5-6W W.M.
ROSEBURG
DOUGLAS COUNTY OREGON
Scale in Feet

Form E-39 (Rev. 9-71)

8717

*faus - Roseburg*

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section: Diamond Lake Blvd.-Washington Ave. (Roseburg)

Date: April 1, 1975

Highway: Oakland-Shady (FAU 3035)

Authorization No.: 1

County: Douglas

Survey Prefix: 110-1950 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is M.P. 17.18 which point is intersection with Diamond Lake Blvd. The southerly terminus is M.P. 17.41, which point is intersection with Washington Avenue.

Total length of project is 0.23 miles.

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COUNTY & CITY SECTION
NOV 19 1975
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☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Purpose of survey:

To prepare plans, specifications and cost estimate to widen and improve the subject section of the Oakland-Shady Highway.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 10,000 |
| Citizen Input | 902 | 250 |
| Plans | 905 | 1,000 |
| R/W | 909 | 1,000 |
| Soils | 910 | 500 |
| Liaison | 913 | 1,000 |
| Utility | 914 | 500 |
| Location Studies | 918 | 500 |
| Specifications | 921 | 1,000 |
| Environmental | ~~XXX~~ 923 | 500 |

M-3035(1)

| | |
|---|---|
| Total estimated cost of survey | $ 16,250 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Field Engineer

Recommended for Approval: J. X. Wilson
Regional Engineer

Recommended for Approval: Victor D. Wolfe
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23004-734

OFFICE ENGINEERING SECTION
P. E. APPR. 11-10-75
FED AID FAUS STATE

8717

8

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 25, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
MAR 31 1975
4 e

SUBJECT F. A. Urban System Project Requests

Three requests for approval of Urb Urabn System projects will be presented for your consideration at the March 31 meeting. -9538

The City of Beaverton is requesting a project to widen a 0.52-mile section of Allen Boulevard. 8147

Urban System funds are being requested by Medford to complete a TOPICS project on Barnett Road that was approved by the Commission on February 19, 1974.

The Highway Division is requesting a project to widen a 0.17-mile portion of the Oakland-Shady Highway and will provide all the match funds for the project.

Federal Urban System funds for these projects are estimated at $315,900, with the State providing approximately $59,400 in match funds and approximately $29,700 being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authority to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
A. Shirley, Jr.
Jack Graham

Gary Sund

GEZ:ljt dpy

STATE HIGHWAY DIVISION
Proposed Urban System Project

N. E. Diamond Lake Boulevard-S. E. Washington Avenue Section
Oakland-Shady Highway, FAU 3035
Grading and paving; 0.17 mile; $135,000

This project entails all the work and costs to widen and improve the Oakland-Shady Highway.

Perform all necessary engineering.

Acquire required right-of-way.

Construct 64-foot curb-to-curb street section.

Provide sidewalk/bikeways.

Provide necessary revisions to traffic signals and illumination.

75-c
3/18/75

8717

Rulien
Fau
PRO 6

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 28, 1975

Mr. Donald A. Bentz
Director of Public Works
City of Roseburg
900 S.E. Douglas Avenue
Roseburg, OR 97470

Dear Mr. Bentz:

This will acknowledge your letter of February 26, 1975, forwarding the requested notification that the local elected officials agree that your application for an FAU project on Stephens Street between Diamond Lake Boulevard and Washington Street is the first priority for such projects.

By a copy of this letter, this information is being forwarded to the Project Management Section where it will join your project application file for further processing.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
MAR 14 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ■ [✓ UE]
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

**Department of Public Works**

**Telephone 503/672-7701**
**Ext. 33**

# CITY OF ROSEBURG

**900 S. E. Douglas Avenue**
**ROSEBURG, OREGON 97470**

February 26, 1975

Mr. Alfred Shirley, Jr.
Regional Engineer
Department of Transportation
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Shirley:

The Roseburg City Council meeting in regular session January 13, recognized the need for improvement of the Oakland/Shady Highway (Secondary Highway No. 234 - Stephens Street) between Diamond Lake Boulevard and Washington Street. The Council then directed staff to make the appropriate applications for a five lane facility within these limits.

This project, it is felt, is high priority to the residents of the City and to the motoring public.

Yours very truly,

Mike R. Wyatt
Mayor

MRW:dw

*Timber Capital of the Nation*

IN THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, OREGON

In the Matter of TOPICS )
Project, City of Roseburg, ) ORDER
Douglas County, Oregon )

Pursuant to letter of January 14, 1975, copy of which is attached hereto as "Exhibit A" together with preliminary plan from City of Roseburg, asking approval of subject project; and

It appearing to the Board of Commissioners that said project is in the public interest and should be approved;

NOW, THEREFORE, IT IS HEREBY ORDERED that approval thereof is hereby expressed by this Board.

Dated this 12th day of February, 1975.

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

E W Michaels
E. W. Michaels, Chairman

John T Truett
John T. Truett, Commissioner

Ray E Doerner
Ray E. Doerner, Commissioner

**Department of Public Works**

**Telephone 503/672-7701**
**Ext. 33**

# CITY OF ROSEBURG

**900 S. E. Douglas Avenue**
**ROSEBURG, OREGON 97470**

EXHIBIT A

January 14, 1975

Mr. Larry Michaels, Chairman
Douglas County Board of Commissioners
Douglas County Courthouse
Roseburg, Oregon

Dear Mr. Michaels:

The Roseburg City Council at their regularly scheduled meeting January 13, 1975, authorized the preparation of an application to the Oregon State Department of Transportation for the right-of-way acquisition phase of a project on Stephens Street (Highway 99) between Diamond Lake Boulevard and Washington Street. The project would provide three southbound and two northbound lanes between the streets mentioned. (A preliminary plan is attached hereto.)

This project would alleviate the current conflict between southbound traffic on Stephens Street and those entering Stephens from Diamond Lake Boulevard. It would also provide an exclusive right turn lane onto Washington Street.

The project would be funded through the Federal Highway Act of 1973 with the use of Urban Funds (for acquisition) and Federal Aid Primary Extension funds (for construction).

Your approval of this project is necessary as a preliminary step in preparation of the application.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

Attach.

8717

Rulien FAU

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

FILE: PRO 6

February 18, 1975

Mr. Donald A. Bentz
Director of Public Works
City Hall
Roseburg, OR 97470

Hopkins
Harwell
Holmes ✓
Prange
Unrein

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COUNTY
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Requires Reply ☐
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Do not File ☐
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Other

Dear Mr. Bentz:

This will acknowledge your letter of February 10, 1975 forwarding a FAU project request for the Diamond Lake Blvd.-Washington Street Section of the Oakland-Shady Highway (Secondary Highway No. 234). Also attached to your application was earlier correspondence and minutes of the January 13, 1975 council meeting.

As indicated to you verbally, we must have a letter from elected officials (Mayor and Board of County Commissioners) stating that this project is submitted in the proper priority order of all anticipated FAU projects planned.

It is suggested that the city and county prepare a list of projects so that the Highway Division can concur on the priority and thus eliminate the need for such letters as requested above.

The Roseburg Urban Area has allocations of $66,580 (1974), $68,108 (1975), $68,108 (1976) or a total of $202,796.00. This is the Federal Aid share (78%) so projects of a total of some $260,000 can be anticipated.

Attached is a basic procedures list which may be of interest to you.

Attached also is an environmental assessment form which you are requested to complete in relation to the requested project. Please complete all the items you can and forward to this office for completion and review.

Unrein
H

Geo/process
this in our Hwy

R

| PROJECT MANAGEMENT SECTION | | |
|---|---|---|
| ROUTING | ACTION | INFO |
| P.M. ENGINEER | | |
| PROJ. DEV. ENGR. | | |
| OFFICE ENGR. | | |
| COUNTY-CITY FEB 20 1975 | [illegible] | [illegible] |
| FEDERAL AID | | |
| INVENTORY-NEEDS | | |
| MILEAGE CONTROL | | |
| PROG. & SCHEDULE | | |
| REMARKS: | | |

In the meantime, your project request is being forwarded to the Project Management Section for further processing.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal Aid Engineer

GLC/cw
Attach.

cc L. W. Rulien
Kipp Osborn

Department of Public Works

Telephone 503/672-7701
Ext. 33

**CITY OF ROSEBURG**
900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

February 10, 1975

ROSEBURG REGION
RECEIVED
FEB 18 1975

|  |  |  |  |  |
|---|---|---|---|---|
| RE | RME | RCE | ROE | TE |
| RUE | DES | RSR | FILE |  |
| CNV |  | RSI |  |  |

Mr. Glen Clark
Regional Federal-Aid Engineer
Oregon State Department of Transportation
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Clark:

The attached application indicates the City of Roseburg's intent to commit budgeted FAU funds for right-of-way acquisition and to fulfill our need for obligating FAU funds. It is understood that no allocated funds under the FAU program will expire prior to July 1, 1976.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

attachment

Hopkins
Harwell
Holmes
Prange
Unrein

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Receiver Keep ☐
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*Timber Capital of the Nation*

Rev. 5/28/74

Hopkins
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Prange
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FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date February 10, 1975

Applicant Agency City of Roseburg

Federal Aid System Route No. 234 Route Name Oakland Shady

Project Name Diamond Lake Boulevard ~~Lane Street~~ Washington St.

Project Length .17 mile Project Location (Attached sketch map)

Project Description Widen the Oakland Shady Highway to provide three southbound and two northbound lanes. The third southbound lane to conform with traffic entering highway from Diamond Lake Boulevard. At Washington Street provide an exclusive right-turn lane. Provide sidewalks on both sides of project.

Average Daily Traffic 20,000 Design Speed 35-25

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Variable Travel Lanes 4 Shoulders 0
Medians 0 Parking No
Sidewalks Existing in southerly section
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 64 min. Travel Lanes 5 Shoulders 0
Medians 0 Parking No
Curbed Yes Length Curb Radii Variable
Sidewalk/Bikeway Yes 7' both sides north to bridge
Other

FOOTNOTES: See attached preliminary plan

Description of Proposed Roadway Work

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Harwell
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Other

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Variable Minimum -- Maximum --

2. Will Additional Right-of-Way Be Needed? Yes Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Yes

4. Will applicant acquire right-of-way and have State review negotiations?
Yes ____ No X

5. Should State negotiate and acquire right-of-way in behalf of applicant? Yes

6. Should State prepare options? Yes X No ____

7. Is a public hearing necessary? Yes
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: New signals now being constructed at Diamond Lake and Stephens need to be revised. Also revise signal at Washington and Pine. Set back signals at Douglas and Stephens

2. Proposed Signalization:

Location Same
Type
Phases
Type of Suspension

Interconnected

Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant?

Include in project.

4. Permanent Striping:

Include in project or by applicant?

Include in project.

## IV. ILLUMINATION DATA

1. Present Illumination and Location:

Setback existing illumination where applicable.

2. Proposed Illumination:

Location

Type

## V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Size

To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

## VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

   Type of existing crossing
   Existing crossing protection

   Name of Railroad
   Number of tracks: Mainline Siding Total
   Angle of Intersection
   Sight distance: (Direction) Distance
   (Direction) Distance
   Number of Trains: Passenger Speed
   Freight Speed

2. Will existing railroad crossing be altered?

## VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ 85,000 |
| Right-of-Way Costs (If participating) | 20,000 |
| Traffic Control | 2,000 |
| Illumination | 10,000 |
| Structures | -- |
| Railroad | -- |
| Other Contingencies | 8,000 |
| Preliminary Engineering | 10,000 |
| PROJECT TOTAL | $ ~~125,000~~ 135,000 |

FOOTNOTES: This application is submitted in conformance with our previous correspondence regarding this project.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Roseburg
By Richard Adams, Actg CM
By M. R. Wyatt, Mayor

County
By
By
By

December 19, 1974

Mr. Glen Clark
Regional Federal Aid Engineer
Department of Transportation
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Clark:

Recent discussion with you relative to classification under the Federal Highway Act of 1973 indicated that the Oakland-Shady Highway, or Stephens and Pine Street within the City of Roseburg, may be classed as Federal Aid Primary Extension in June of 1976.

The current problem of conflicts and congestion on Stephens Street from Diamond Lake Boulevard to Washington could be eliminated with the construction of a 5-lane (2 northbound and 3 southbound) section. The additional lane in the vicinity of Diamond Lake Boulevard would reduce conflicts between the Stephens Street southbound traffic and the traffic entering Stephens Street from Diamond Lake. It would also provide an exclusion right turn lane from Stephens-Pine onto Washington for this high volume movement. The cost of this improvement seems very minor compared to the benefits received by the motoring public.

Since additional right-of-way is a requirement of this project and due to the delay in acquiring same, I would like to propose that steps be taken to acquire this right-of-way with Federal Aid Urban funds. Construction could then follow in June of 1976 with Federal Aid Primary funds. This would, it seems, be in the best interest of all concerned and would expedite the improvement.

If this meets with your approval, I would propose the project to the Roseburg City Council and with their approval prepare proper applications for the project.

A scale drawing, based on a preliminary plan prepared by you, is attached hereto.

Your consideration of this proposal would be appreciated.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

attach.

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 20, 1974

Mr. Donald A. Bentz
Director of Public Works
City of Roseburg
900 S.E. Douglas Avenue
Roseburg, OR 97470

Dear Mr. Bentz:

This will acknowledge your letter of December 19, 1974, outlining a possible method of financing a five-laning project on the Oakland-Shady Highway (now on the federal-aid secondary system) which quite possibly will become a part of the federal-aid primary system June 30, 1976, if preliminary functional classification studies are finalized.

It appears that your suggestion that an application for a right-of-way only project on the FAU system funds would be acceptable. Actual construction after mid-1976 could quite possibly be funded by primary extension funds if ORE99 would be placed on the FAP system. If not, and all agencies agreed that this is a priority project to be funded from FAU funds, construction could proceed along that line.

Please proceed with a project request and it will be forwarded with recommendation of approval.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Tom Lowe

### AUDIENCE PARTICIPATION

John Clay, 946 NE Walnut Street, again spoke to the Council regarding the hazardous condition regarding the bike path and its easy accessibility to the freeway. A fence that had been provided was not in use over the week-end. Staff was again asked to check into the situation and see that it is corrected.

Mrs. Ruth Jacobsen, 1432 NW Keasey Road, informed the Council that during the bad rains on December 27, 1974, sewer water and affluent backed up into her house and ruined rugs and floors and other objects. She was not happy with the way the Public Works Department handled the situation and felt the City should be liable for the repair of her floors and whatever else needed to be done. Considerable discussion was held with Staff on this problem who felt that possibly the trouble was not the City's. The Mayor asked that Staff make a full report to the Council on this matter as soon as possible.

### CITY HALL SPRINKLER SYSTEM

Parks Director Stafford requested authorization from the Council to go out for bids for the ground sprinkler system for the new City Hall. Golden moved to allow the Parks Director to call for bids for this sprinkler system. Motion was seconded by Mehlhoff and carried.

### FEDERAL AID URBAN FUNDS

In conjunction with allocated funds for improvement projects on roads within the City under our Urban System, the Public Works Director asked that Council give authorization for Staff to prepare an application for right-of-way for an additional lane of traffic on Stephens Street between Diamond Lake Boulevard and Washington. Following discussion, Golden moved to allow staff to make the necessary application, seconded by Mehlhoff and motion carrried.

### MECHANICAL EQUIPMENT CONTRACT

Mr. Adams explained an attached Maintenance Contract on the City's Mechanical equipment, which will cost less than an original contract due to the hiring of a Building Maintenance Superintendent who will be able to handle a good share of the equipment repair and upkeep. The proposed contract is with Town & Country Mechanical Contractor's Inc. and would cost about $136.00 a quarter. Mehlhoff questioned a part of the contract which stated that "any alterations, additions, adjustments or repairs made by others, unless authorized by us, shall terminate our obligation hereunder". He felt this meant our employee could not do these things on his own. The City Attorney the said he felt there were several technical things in the contract that should be re-worded. Mehlhoff moved to refer the contract to the City Attorney for study and recommendation to the Council at the next meeting. Golden seconded the motion and motion carried with Johnson abstaining due to a conflict of interest.

### HIRING OF NEW PERSONNEL

Mr. Adams noted that in accordance with the City Charter an Acting City Manager can not hire employees without full Council approval. He recommended the following persons for hire: Bill Duffy, who has been working on his own while attending school in the Planning Department, is recommended for hire on a part-time basis for about 20 hours a week. Johnson moved that the Acting City Manager be authorized to hire Mr. Duffy as requested. Motion was seconded by Golden and carried. Edward Phillips, requested for hire in the Police Department to fill the vacancy created by the resignation of Orville Powell. Johnson moved to approve this request, seconded by Mehlhoff and carried. Sam Baxter, to be hired as Park Superintendent to replace Wayne Youngblood. Johnson moved to allow staff to hire Mr. Baxter, motion seconded by Golden and carried.

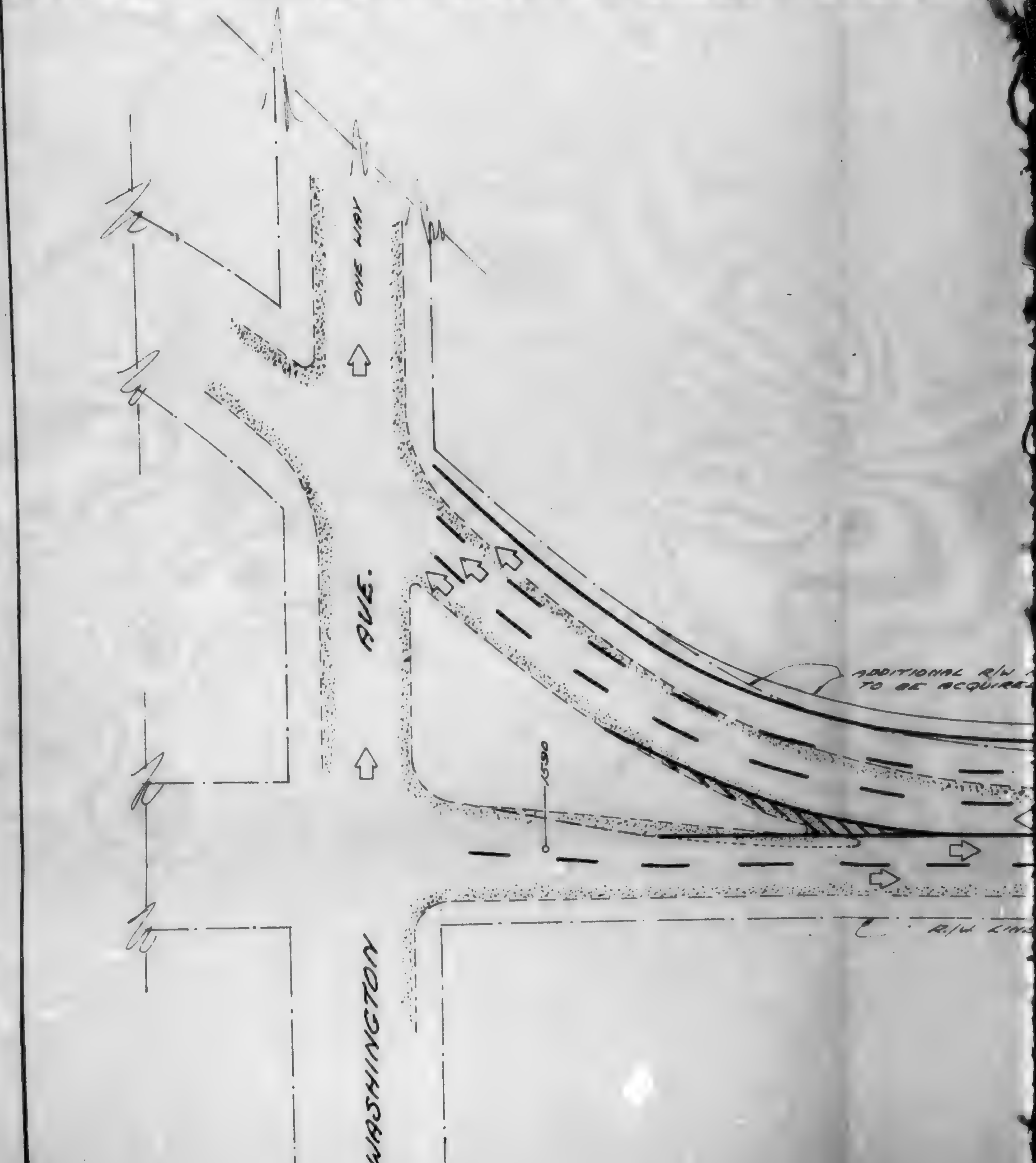
Staff requested permission to hire prospective employees on the Comprehensive Employment and Training Act (CETA), which act is 100% funded through the Department of Human Resources. Johnson moved that Staff be allowed to make application for employees under the CETA program. Motion was seconded by Rice and carried.

### APPOINTMENT OF BUDGET OFFICER

Tentative time schedules for employee negotiations and budget procedures were presented to Council with a request that Acting City Manager Adams be appointed Budget Officer for the 1975-76 Budget. Mehlhoff moved to appoint Mr. Adams as Budget Officer. Motion was seconded by Golden and carried.

### ROSE/CASS PARKING ASSESSMENTS (CITY SHARE)

In accordance with the Ordinance which provides that the City pay 2/3 of the assessments in the Rose/Cass Parking Lot Project, and due to the hardship which will be created in the billing of these assessments over the next 10 years, Mr. Adams asked that the City be allowed to pay our share and the assessment cost of the city owned property out of this year's budget. Council felt this should be brought up before the Off-Street Parking Com-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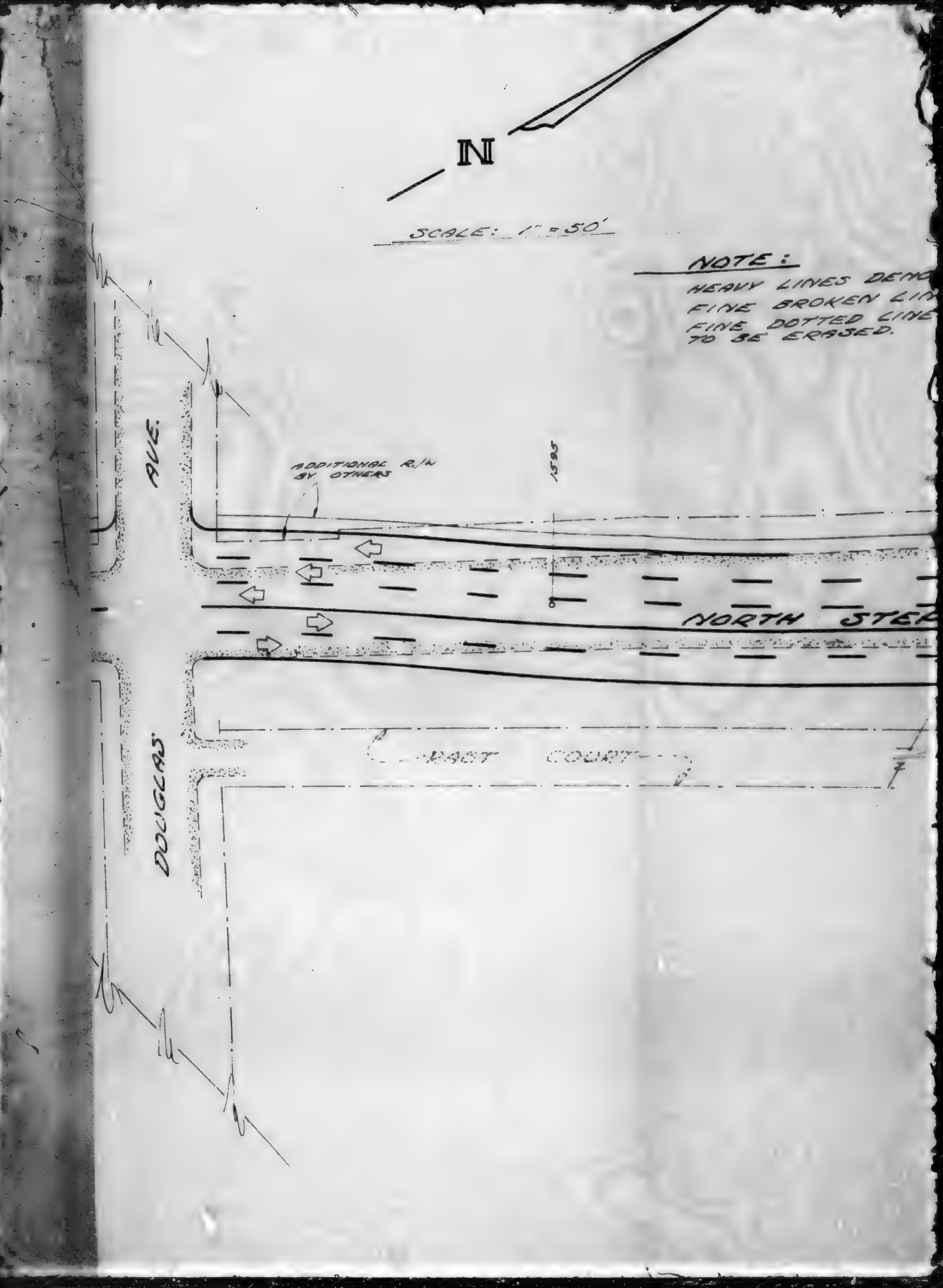
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ADDITIONAL R/W BY OTHERS
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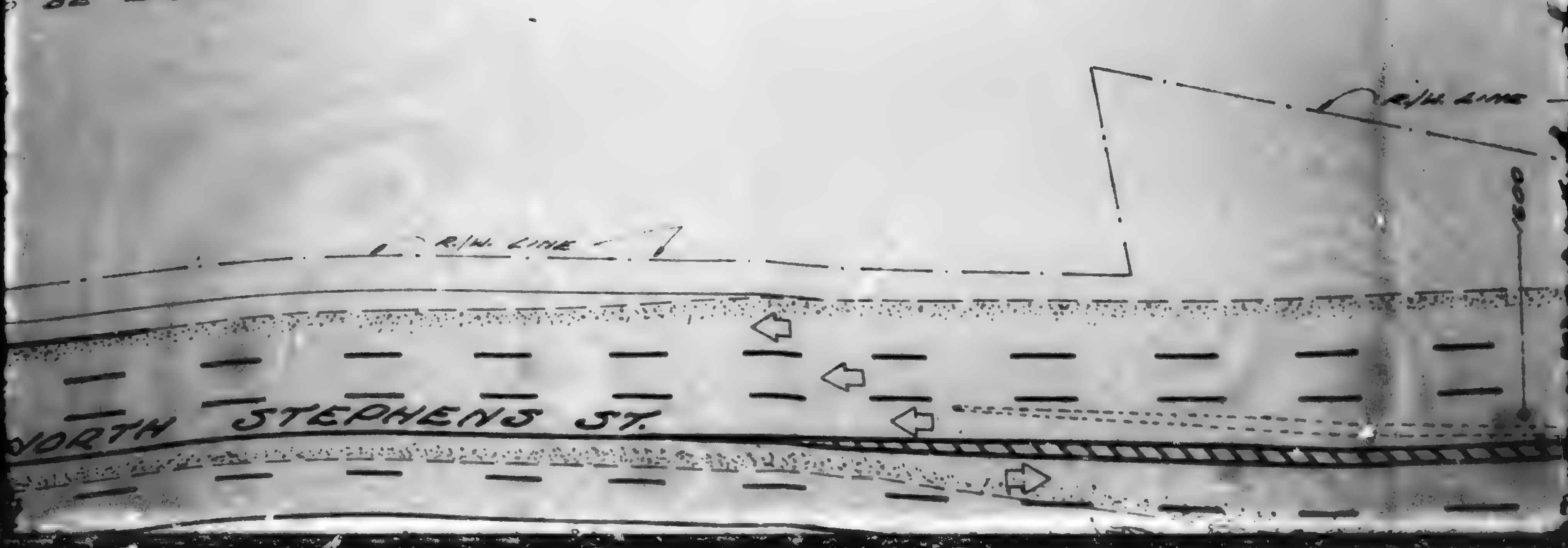
DOUGLAS
NORTH STER
EAST COURT

NOTE:
HEAVY LINES DENO
FINE BROKEN LIN
FINE DOTTED LINE
TO BE ERASED.

# PROPOSED "F.A.U."
# PAVEMENT WIDENING
# NORTH STEPHEN

OTE:
EAVY LINES DENOTE NEW CONSTRUCTION.
INE BROKEN LINES SHOW EXISTING.
NE DOTTED LINES ARE EXIST. MARKINGS
BE ERASED.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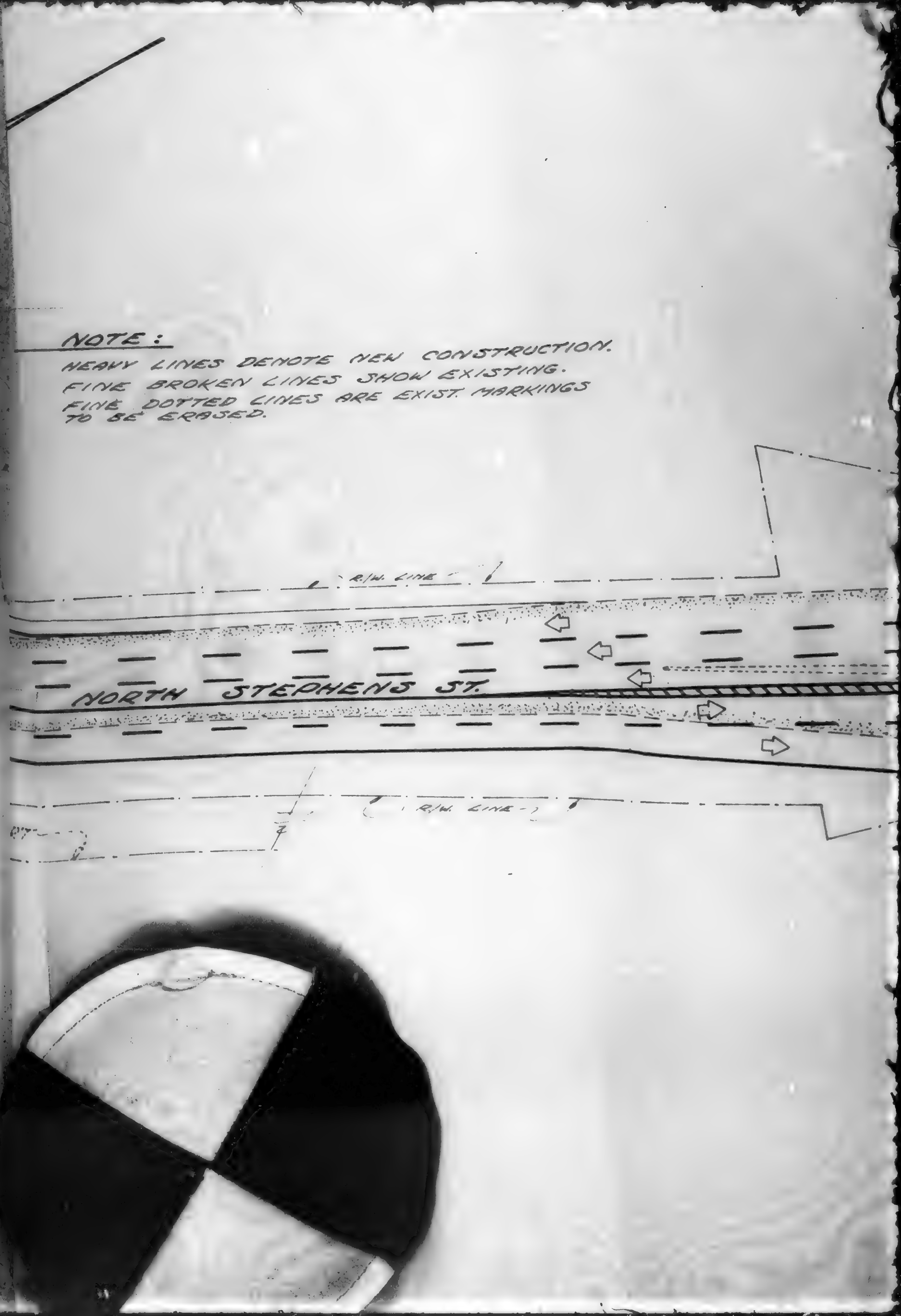
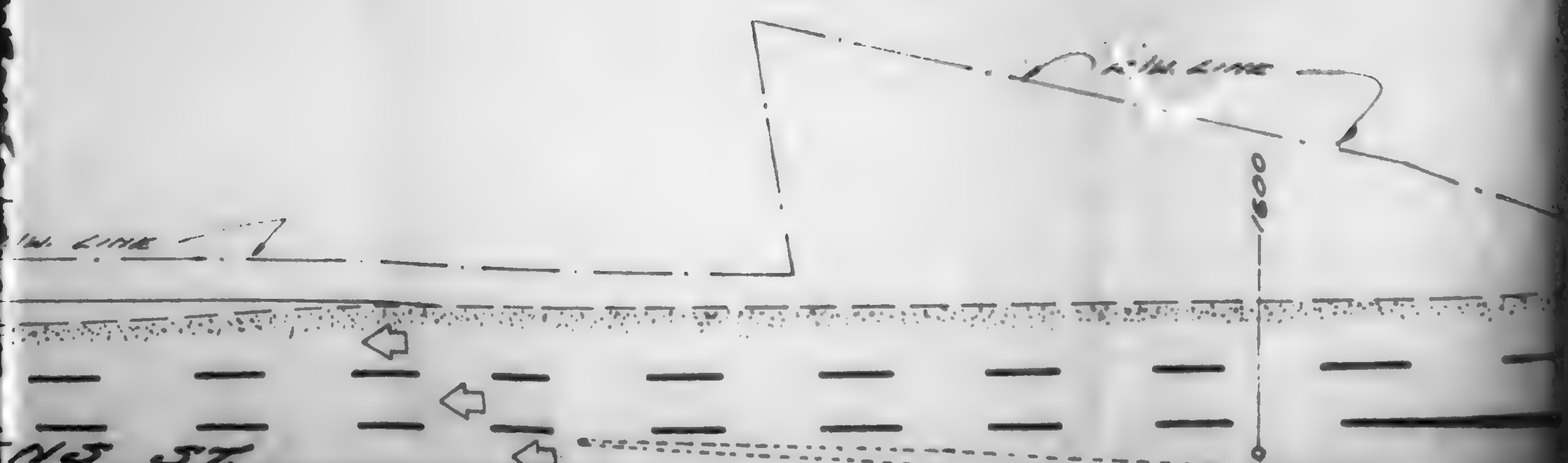
R/W. LINE
600
NORTH STEPHENS ST.


NOTE:
HEAVY LINES DENOTE NEW CONSTRUCTION.
FINE BROKEN LINES SHOW EXISTING.
FINE DOTTED LINES ARE EXIST. MARKINGS TO BE ERASED.
R/W. LINE
NORTH STEPHENS ST.
R/W. LINE

VEMENT WIDE

ORTH STEPHENS

NEW CONSTRUCTION.
SHOW EXISTING.
RE EXIST. MARKINGS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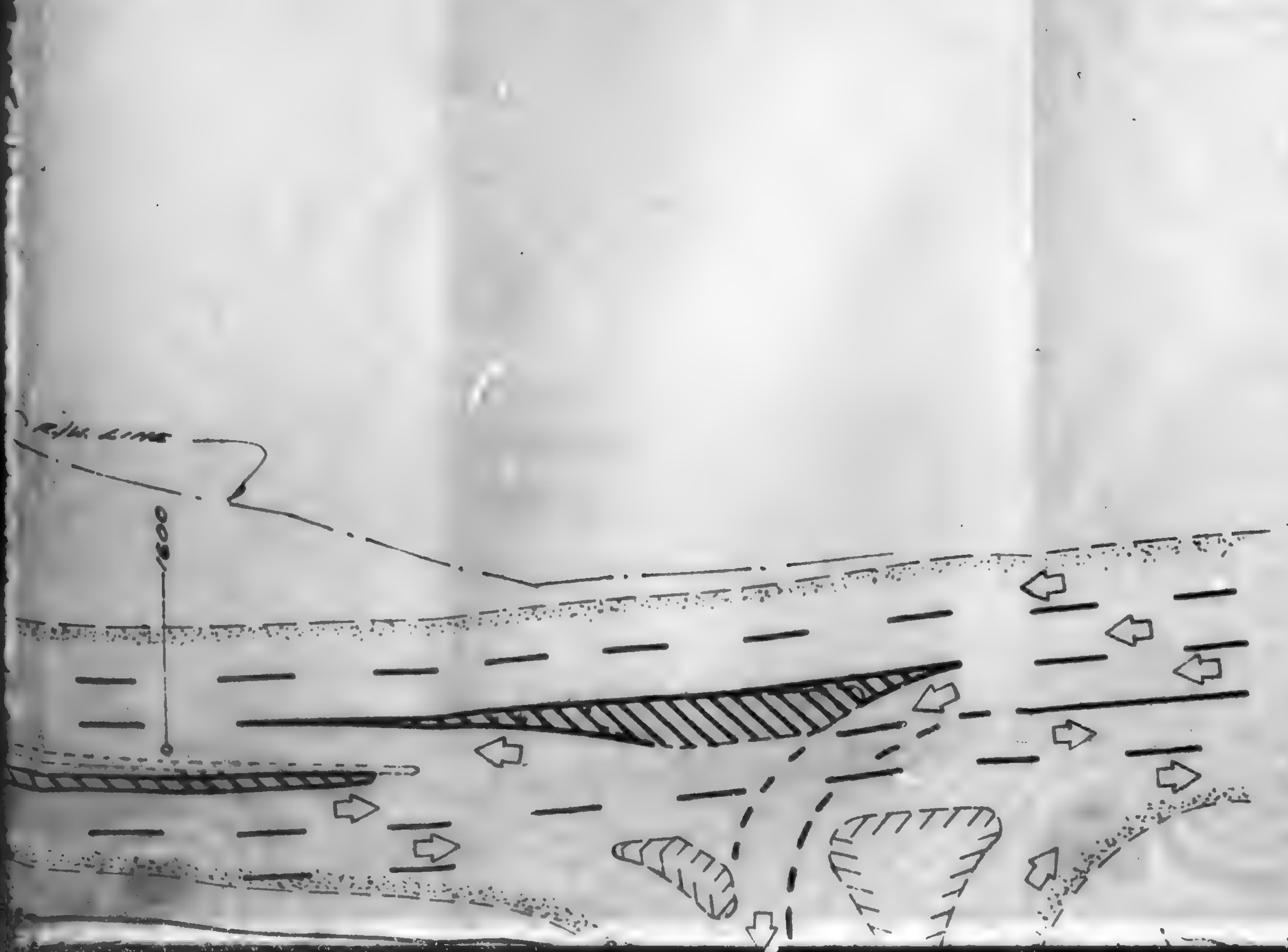
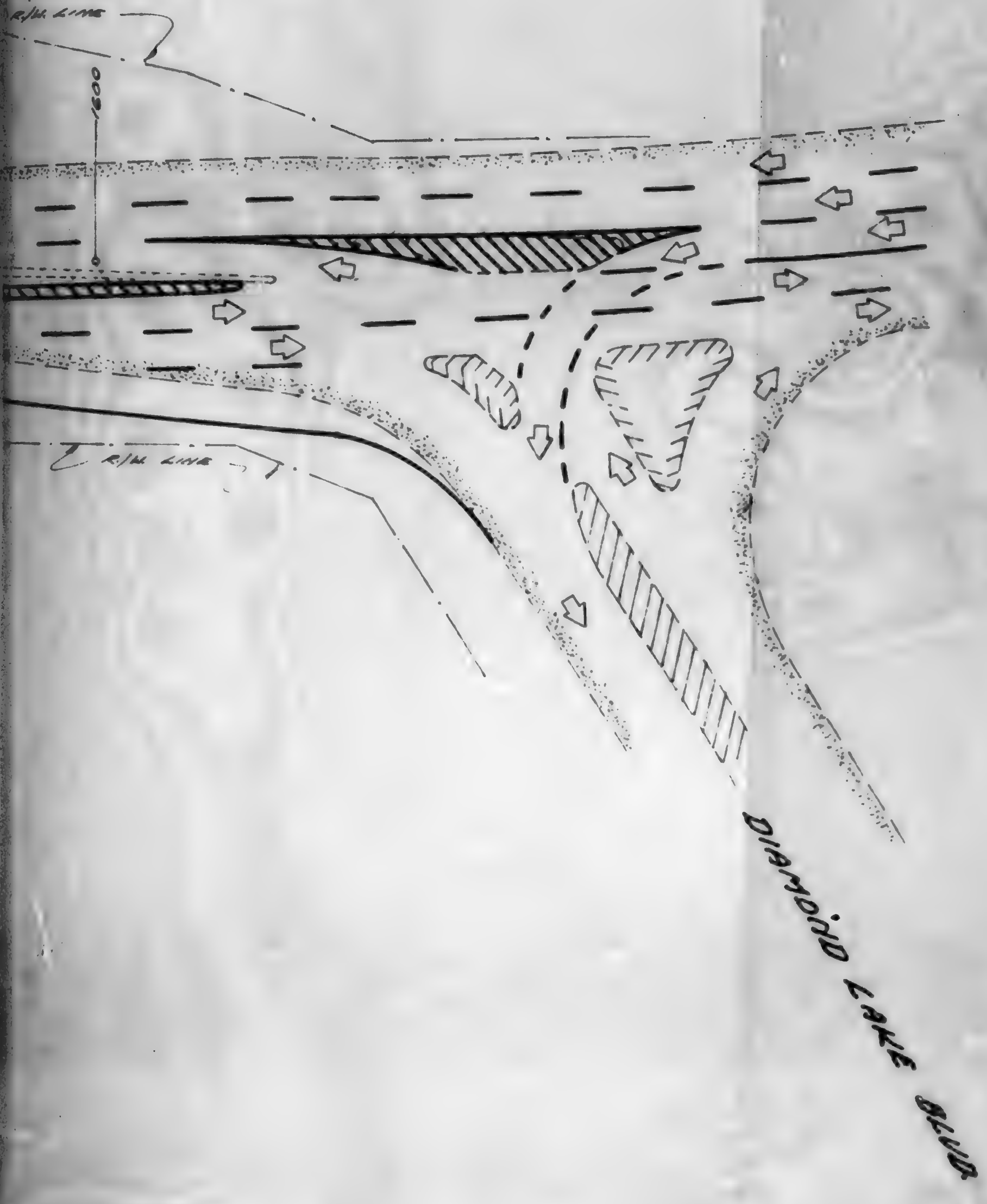
A.U." PROJECT :

NG & LANE MARKING OF

ENS ST.

ROSEBURG, ORE.


R/W LINE
1800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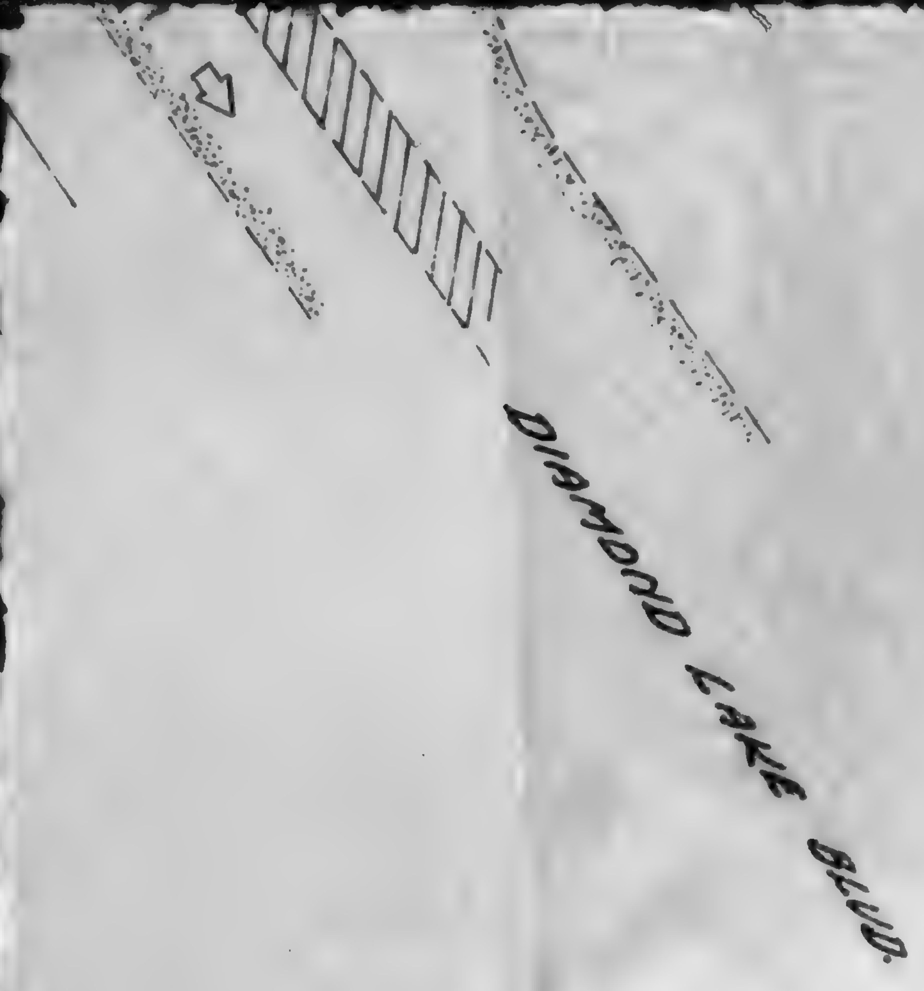
R/W LINE
DIAMOND LAKE BLVD

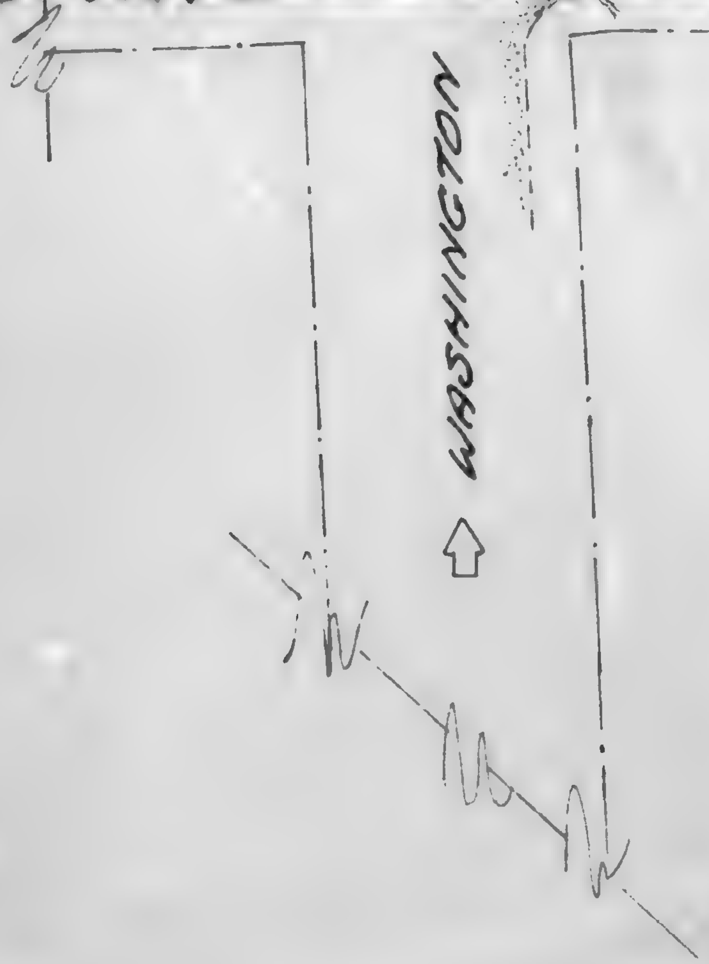


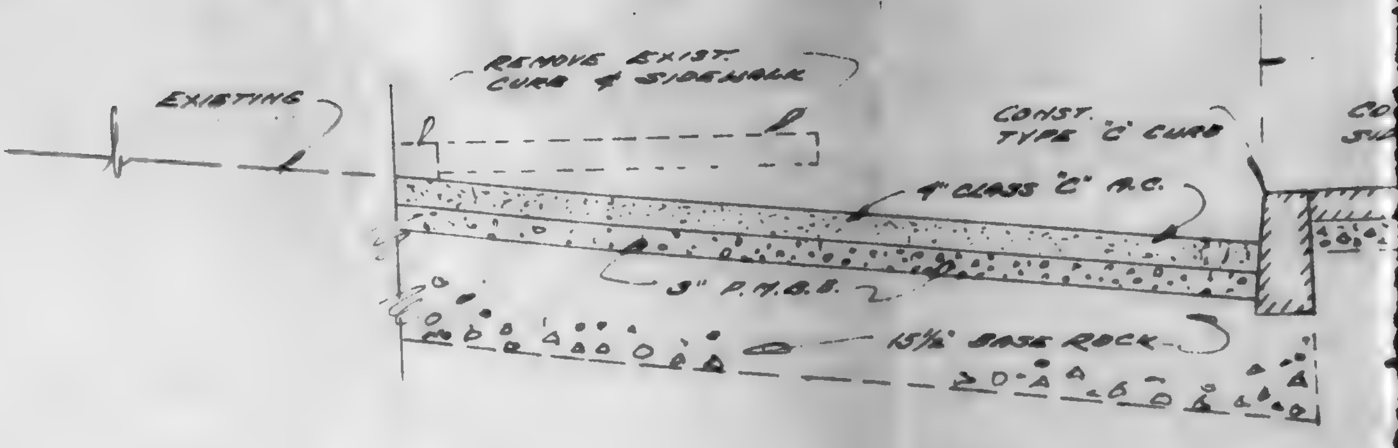
ENGINEERING DEPT.
CITY OF ROSEBURG
ROSEBURG, ORE.

PROPOSED "F.A.U." PROJECT
PAVEMENT WIDENING
AND
LANE MARKING
NORTH STEPHENS ST.

| | | |
|---|---|---|
| DRAWN: J.L.C. | DESIGNED: J.L.C. | CHECKED: |
| DATE: 4-26-79 | SCALE: 1" = 50 FT. | |
| REV.: | | |

15-60

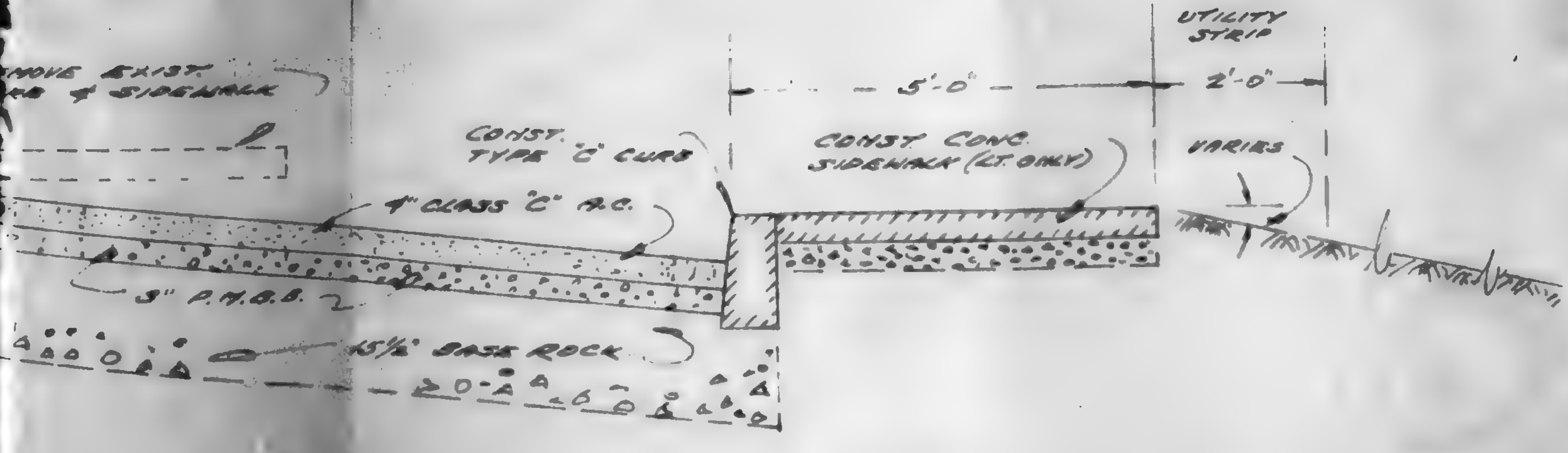

WASHINGTON


EXISTING
REMOVE EXIST. CURB & SIDEWALK
CONST. TYPE "C" CURB
CO
SI
4" CLASS "C" A.C.
3" P.M.B.B.
15½" BASE ROCK

## TYPICAL SEC

(STREET WIDENIN

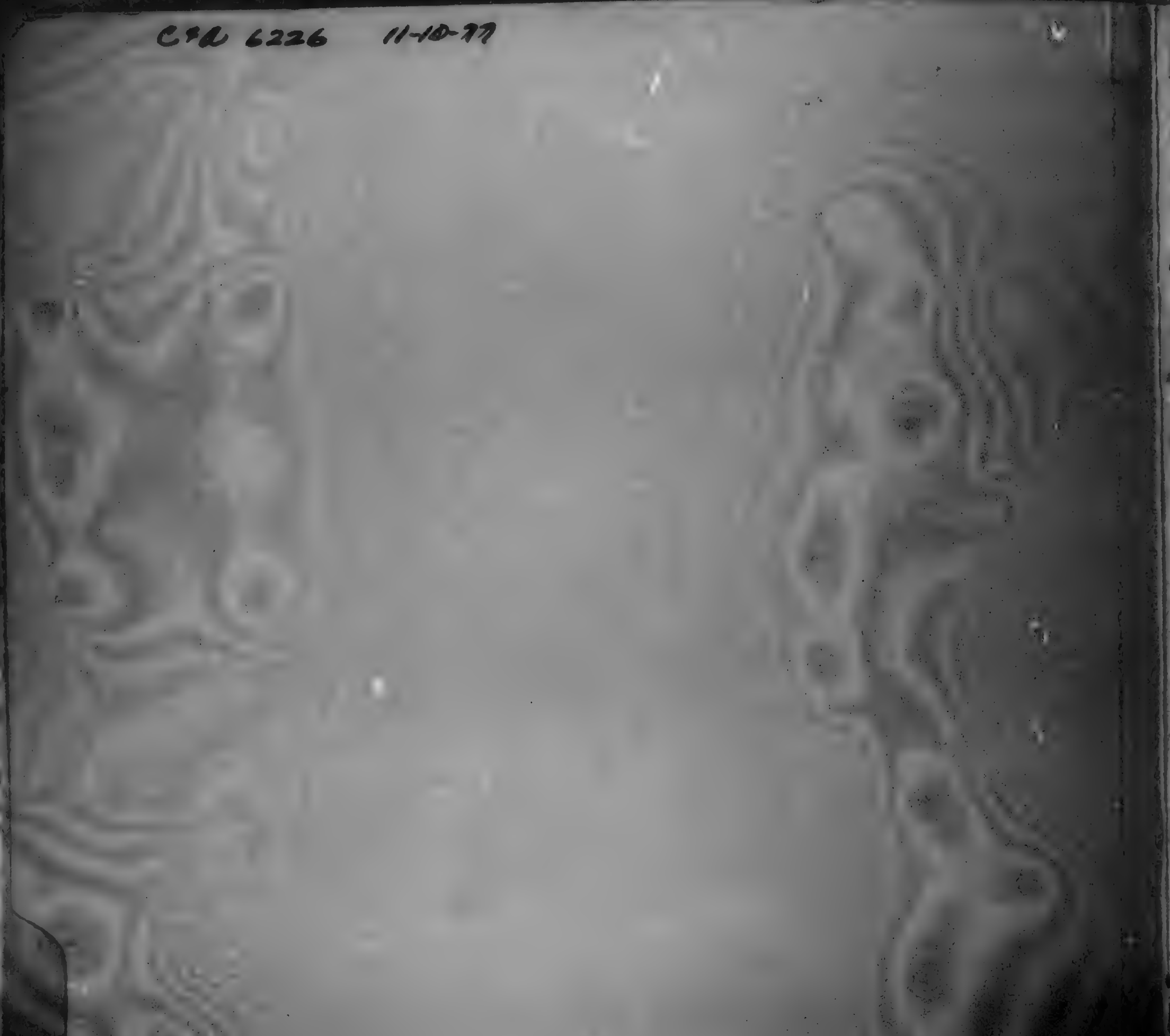
R/W LINE
DOUGLAS
EAST


MOVE EXIST.
RB & SIDEWALK
UTILITY STRIP
5'-0"
2'-0"
CONST. TYPE "C" CURB
CONST. CONC. SIDEWALK (LT. ONLY)
VARIES
4" CLASS "C" A.C.
3" P.M.B.B.
15½" BASE ROCK

## TYPICAL SECTION

(STREET WIDENING)

8720 Main St. ● Canyon Blvd. 1978
(John Day) Sec. on John Day Hwy.
(Traffic signal installation)



C&Q 6226 11-10-77

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

#8720

9-8-80

cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Grant | DIVISION<br>Oregon |
| DATE OF REPORT<br>9-4-80 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>TQF 88-2(2) |
| COMPLETION DATE<br>12-19-80 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>6-22-79 | TIME ELAPSED<br>$\frac{212}{200}$ = 106 % | CONTRACT TIME<br>200 calendar days |
| APPROVED EXTENSIONS<br>none | LOCATION<br>Main St. & Canyon Blvd. in City of John Day, Grant County, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MAIN ST. @ CANYON BLVD. (JOHN DAY) SECTION
JOHN DAY HIGHWAY
Traffic Signal Installation

This project provided for the installation of a traffic signal at the intersection of Main Street and Canyon Boulevard in the community of John Day, Oregon.

The project is complete and the signals are in operation. All participating work has been completed.

The contractor used 12 calendar days beyond the allotted contract time to complete the work and was assessed liquidated damages at the rate of $75.00 per day for each of the 12 days, or a $900.00 total liquidated damages.

The final cost of the original contract items was $53,062.00 or 3.45 percent overrun of the contract bid amount of $51,292.00. The final cost of the project including all engineering and changes was $67,987.12.

RECEIVED
STATE HWY ENGR
SEP 11 '80
REFER TO [illegible]
FOR
Info
Inves
R/D
D/R
Sgn
Act
File

9-11
cf

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE Original Signed by D. B. Carter Area [illegible]<br>David B. Carter | | SIGNATURE G. K. H[illegible] Field Operations Engineer<br>G. K. Hossner | |
| TITLE Area Engineer | DATE 9-8-80 | TITLE Field Operations Engineer | DATE 9-8-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

8720

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>8-155 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Grant |
| MODIFICATION NUMBER<br>1 | 8-21-79 | Project Number<br>TQF-88-2(2) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 13, 19 78,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 64,301.00 | $ 75,540.00 |
| Federal funds | $ 55,150.00 | $ 64,790.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in construction bid item quantities, State Force Orders and Price Agreements and Construction Engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of August, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 484

Gen. File

Oregon State Highway Division
Salem, OR August 10, 1979

Federal Aid Project
No. TQF-88-2(2)

Main St. @ Canyon Blvd. (John Day)
John Day Highway
Grant County

Revised Project Agreement Estimate

| | | | |
|---|---|---|---|
| Type Code ROW<br>Right-of-Way | All Required | | $ 5,000.00 |
| Type Code Y031<br>Traffic Signal (Sta. 4+00)<br>Subtotal of previous estimate of May 23, 1978 | | | $51,792.00 |
| Previous Estimate<br>Flagman | 40 hour | 20.00 | $ 800.00 |
| Revised Estimate<br>Flagman | 140 hour | 20.00 | $ 2,800.00 |
| Overlay Intersection (SFO#4) | All Required | | 6,500.00 |
| Modify Pole Base (PA#1) | All Required | | 550.00 |
| Permanent Signing (SFO#2) | All Required | | 500.00 |
| | | | $10,350.00 |
| | | Increase | 9,550.00 |
| | | Subtotal | 61,342.00 |
| | | Engineering | 8,598.00 |
| | | Engineering (Signal Controller Testing) | 600.00 |
| | | Total | $70,540.00 |

Length of Project. . . . . . 0.00 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Right-of-Way | $ 5,000.00 | $ 4,288.00 | $ 712.00 |
| Traffic Signal | 70,540.00 | 60,502.00 | 10,038.00 |
| Total | $75,540.00 | $64,790.00 | $10,750.00 |

Group 1 - 100%
Contract No. 8720
Prefix 12-1051
Prefix 12-2503

- 8720

# STATE COPY

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-106 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-13-78 | State<br>Oregon<br>County<br>Grant<br>Project No.<br>TQF-88-2(2) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, Main St. at Canyon Blvd. (John Day)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | 10-11-77 | 0.0 |
| CONSTRUCTION | 4-5-78 | 0.0 |
| OTHER *(Specify)* | | |

Pro-rata 85.77%

| FUNDS | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
| $ 64,301 | $ 55,150 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*
By ______ for
Technical Services Engineer
*(Title)*
By ______
State Highway Engineer
*(Title)*
By ______
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By ______
*(Division Administrator)*
For: C. L. Green
Date executed by Division Administrator JUN 19 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon - May 23, 1978

Federal Aid Project
No. TQF-88-2(2)

MAIN ST. AT CANYON BLVD. (JOHN DAY)
JOHN DAY HIGHWAY
GRANT COUNTY

Project Agreement Estimate

| | | | |
|---|---|---|---|
| Type Code ROW<br>Right-of-Way | All Required | | $ 5,000.00 |
| Type Code Y031<br>Traffic Signal (Sta. 4+00) | | | |
| Temporary Protection and Direction of Traffic | All Required | | $ 1,200.00 |
| Temporary Signs | 100 sq. ft. | 2.50 | 250.00 |
| Flagmen | 40 hour | 20.00 | 800.00 |
| Miscellaneous Street Work | All Required | | 10,000.00 |
| Traffic Signal Installation, Complete | All Required | | 39,042.00 |
| | | | $ 51,292.00 |
| Anticipated Items<br>Permanent Pavement Striping | All Required | | $ 500.00 |
| | Subtotal | | $ 51,792.00 |
| | Engineering (14.5%) | | 6,909.00 |
| | Engineering (Signal Controller Testing) | | 600.00 |
| | Total | | $ 59,301.00 |

Length of Project: 0.00 miles

Work Retained in Program
(not included in amounts below)

| | | |
|---|---|---|
| Permanent Signing | All Required | $ 500.00 |

Summary of Funds (85.77%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Right-of-Way | $ 5,000 | $ 4,288 | $ 712 |
| Traffic Signal | 59,301 | 50,862 | 8,439 |
| Total | $64,301 | $55,150 | $9,151 |

Group 1 - 100%
Contract No. 8720
Prefix 12-1051
Prefix 12-2503

8720

GOVERNOR

Vic Atiyeh

*Department of Transportation*

STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

July 10, 1979

NOTED
H. S. COULTER

Maxwell's Electric, Inc.
North 809 Helena
P.O. Box 3445 T.A.
Spokane, WA 99220

Gentlemen:

Re: Review of Time Extension Request
Main St. at Kenyon Blvd.
John Day Traffic Signal
Contract No. 8720

This is to acknowledge receipt of your memo of June 28 transmitting the letter from Crouse-Hinds Company dated March 8, 1979 relative to the delay in obtaining traffic signal heads on the above project.

This letter from Crouse-Hinds Company was available to us and was reviewed in detail prior to our letter of June 21 to you concerning the extension of time on this project. The last part of the second sentence in the first paragraph of our June 21 letter relates specifically to the Crouse-Hinds Company letter. The data submitted by you states, "The signal equipment was ordered 5-16-78 with a 90-120 day delivery". This would place the latest promised delivery date in mid-September. The Crouse-Hinds Company letter states, "approximately in October of last year, NEDCO experienced a three-week strike and was out of full production at that period of time". Please note that the exact time and duration of the strike was not stated. Also please note that the latest delivery date quoted for the materials was mid-September and that the strike apparently occurred in October. It should also be pointed out that the strike was not in the Crouse-Hinds Company plant, but rather in a plant of one of their materials suppliers from whom we received no information. In order to meet the promised delivery date, Crouse-Hinds should have had the material from their supplier substantially in advance of the promised date and certainly in advance of a strike which occurred in October.

Based upon the factual data submitted, the conclusions and decision contained in our letter of June 21 appear to remain valid.

Sincerely,

C T Keasey

C. T. Keasey
Asst. State Highway Engineer

OBJ:fr

bc: H. S. Coulter

Form 81-734 3123

172

2

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

AGENDA
JUL 17 1979

A-2d

DATE: July 6, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Main Street @ Canyon Boulevard
Grant County
Contract No. 8720

This federal-aid signal project has overrun the project authorization. An additional $9,677.47 or 16 percent in authorization is needed to cover the estimated costs.

The major item contributing to the overrun was the overlay of the intersection to protect the signal loop detector installations. This required $6,500. An additional $1,860 of flagging was required due to the volume of traffic through the intersection. An additional $3,737 in engineering was required due to increased inspection and additional controller testing. A small portion of the engineering will not be eligible for federal participation.

It is recommended that the authorization for this project be increased by $9,677.47 to a new total of $70,238.81. This matter will be on the Consent Calendar for your July 17 meeting.

DCA:mk ji

bc: F. B. Klaboe ✓
C. W. Head ✓
C. T. Keasey
V. E. Skoog
L. W. Rulien
D. H. Moehring
W. E. Schwartz
George Bell

RECEIVED
JUL 6 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Form 734-3123

FORM 81-734-3030

FILE: CON 5 #8720

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 5, 1979

Warren

FROM: O. B. Jackmond
for Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
Main St. @ Canyon Blvd. (John Day)
Grant County
Contract No. 8720

This federal-aid signal project which was recently completed has overrun the project authorization. An additional $9,677.47 or 16 percent in authorization is needed to cover the estimated costs.

It was necessary to overlay the entire intersection to protect the loop installations. Cost of this work amounted to $6,500.

Increased inspection was necessary, as this was the first time the contractor had worked in Oregon. Distance to the project made spot checking impractical. The first controller was tested twice by the lab before it was rejected. The replacement controller also had to be tested twice before it passed. These items contributed to an overrun in engineering which amounted to $3,737.

There was also an additional $1,860 of flagging required, as the intersection is part of the main route through John Day.

All items except a small portion of the engineering are eligible for federal participation. P.C.R.B. approval will not be required.

A rough draft letter to the Transportation Commission and a copy of the Expected Overrun of Project Authorization is attached.

OBJ:DA:fr

Att.

cc: W. E. Schwartz
Barry Hatcher
Robert Church

Form 2-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

# Expected Overrun of Project Authorization

**Project** Main St. @ Canyon Blvd. (John Day) **Date** May 11, 1979

**Highway** John Day **Contract No.** 8720

**County** Grant **Kind of Work** Traffic Signal Inst. **Contractor** Maxwell's Electric, Inc.

| | Authorized | Estimated |
|---|---|---|
| Contract Amount | 51,292.00 | 52,562.00 |
| Anticipated Items | 1,600.00 | 2,960.00 |
| Contingency (4½%) | 2,380.14 | 7,050.00 |
| Engineering | 5,289.20 | 7,666.81 |
| Credits | 0.00 | 0.00 |
| PROJECT COST | 60,561.34 | 70,238.81 |
| NET INCREASE $ | | 9,677.47 = 16% |

## MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

| (Indicate whether contract (C), anticipated (A), or unanticipated (U).<br>(List all unanticipated items) | Expected Amount | | Net Change |
|---|---|---|---|
| (C) Bid Item #3 Flagmen (increase 93 hours) | $ 2,660.00 | + | $ 1,860.00 |
| (A) Signal Controller Testing (SFO #3) | 1,960.00 | + | 1,360.00 |
| (U) Overlay Intersection (SFO #4) | 6,500.00 | + | 6,500.00 |
| (U) F.A. #1 Modify Pole Base | 550.00 | + | 550.00 |
| (A) Engineering | 7,666.81 | + | 2,377.61 |

**Principal reasons for overruns (Continue on reverse side):** All traffic that flows thru John Day has to go thru this intersection. Due to extreme winter it is necessary to overlay entire intersection to protect loops. Signal Controller-One tested twice then rejected, 2nd controller tested, then repaired before passing, making total of 4 tests being run. This was first contract for

**INSTRUCTIONS:** A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by B. N. Hatcher
B. N. Hatcher Resident Engineer

Confirmed by Division Engineer

Noted by Wayne Richards Construction or Bridge Engineer
for Contract Admin.

Noted by H S Coulter Deputy or Assistant State Highway Engineer cont.-

this contractor in Oregon, I believe this contributed greatly to overrun in Engineering. Distance from crew headquarters to project ruled out short visits to project, which should be all that is required in this type of project.

June 25, 1979

The American Insurance Company
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8720 awarded to Maxwell's Electric, Inc., for traffic signal installation on Main Street at Canyon Boulevard in John Day, Grant County, was completed on December 19, 1979, and accepted by the State Highway Engineer on June 22, 1979.

Final payment in the amount of $2,135.60 will be released to the contractor after July 2, 1979. The total contract amount is $52,212 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Reed
COMMISSION SERVICES

fhm

cc Maxwell's Electric, Inc.
N. 809 Helena
Spokane, Washington 99202

C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Macek
W. E. Schwartz

8720

8

June 21, 1979

Maxwell's Electric, Inc.
North 809 Helena
P. O. Box 3445 T.A.
Spokane, WA 99220

Gentlemen:

Time Extension Request
Main Street @ Canyon Blvd.
John Day Traffic Signal
Contract No. 8720

Your request for an extension of time on the above contract has been very carefully reviewed. Evaluation of the data submitted indicates that the reason for the late completion on this project was the late delivery of traffic signal heads and that this late delivery was not directly due to the strike at the manufacturer supplier's plant, since this strike occurred subsequent to the time of promised delivery of materials.

There will remain 12 calendar days of liquidated damages on this project. Should you have further questions in this matter, please contact the Resident Engineer.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: Federal Highway Administration
C. T. Keasey
W. E. Schwartz
Barry Hatcher
Richard Hacek

FORM 81-734-3030

FILE: CON 5 #8720

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 18, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Main Street @ Canyon Blvd.
John Day Traffic Signal
Contract No. 8720

Maxwell's Electric, Inc., contractor on the above project, has requested a time extension of 12 calendar days. The contractor's request is based on a delay in the delivery of traffic signal equipment. The contractor states that "the signal equipment was ordered on 5-16-78 with a 90 to 120 day delivery." This order was placed with a supplier, Northwest Signal Supply, Inc., who in turn placed a part of this order with Crouse-Hinds Company. The delivery date of 90 to 120 days quoted would yield a latest delivery of mid-September, 1978. The signal heads were the last item received and were delivered on December 5, 1978, some three months after the promised delivery date. The supplier's manufacturer, Crouse-Hinds Company, offers the following to support the signal head delays:

"We purchase all our signal bodies and doors from New England Die Cast Company. Approximately in October of last year, NEDCO experienced a three week strike and was out of full production for that period of time.

"The strike impacted our ability to build the traffic signals in the following manner: there was a "slow down" of production prior to the expiration of their old contract, and following the settlement of a new agreement, a great deal of discontent among many workers, resulting in greatly decreased production.

"The real impact of a strike, as it relates to delivery dates, cannot be directly proportionate to the duration of the strike for obvious reasons, such as production loading, accelerated backlog growth, worker slow downs, etc. These are the very good reasons why we were not able to complete this order in a timely fashion. I'm sure our delivery of your order would have been greatly improved, if not for the strike."

The manufacturer's claim of a strike and the impacts of that strike do not appear to have a bearing on the late delivery of the signal head materials. The traffic signal materials were promised by mid-September at the latest and the strike did not occur until "approximately in October". Further, this strike did not directly affect the manufacturer of their signal heads, but rather one of his suppliers, hence the impact is even farther down stream in time. It would appear that the reason for delay on this project was a late delivery of signal heads by the materials supplier's manufacturer and that this late delivery was not for a bona fide reason beyond his control. Therefore, no additional time is recommended.

This is a Federal-aid project and FHWA concurrence will not be required. A rough draft letter to the contractor is enclosed.

OBJ:fr

Enc.

cc: W. E. Schwartz
Barry Hatcher

RECEIVED
STATE HWY ENGR
JUN 19'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

E-320 (Rev. 3-72)

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date January 4, 1979

**Gentlemen:**

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 212 days, within which to complete our Contract No. 8720, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The signal equipment was ordered 5/16/78 with a 90-120 day delivery. We completed all the work which could possibly be done then we pulled off the project until 12/4/78 which is when the equipment arrived. The 78 days lost is due to no signal equipment and is the reason we completed this project 12 days late. Enclosed is a copy of the purchase order with delivery date and and a copy of the invoice with shipping date.

Respectfully submitted,

Maxwell's Electric, Inc.

By

## CONSENT OF SURETY

Date JANUARY 8TH, 1979

We, NATIONAL SURETY CORPORATION, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. A. Hoye
Attorney-in-fact

(SEAL)

J. A. Hoye
Resident Agent

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8720 Contractor Maxwell's Electric, Inc.

Highway John Day

Section Main St. @ Canyon Blvd. (John Day)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

See attached letter.

Recommended for Approval:

Region Construction Engineer

O. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8720
Project designation TQF-88-2(2) State-Federal
Date awarded May 4, 1978
Work started August 10, 1978
Per cent completed 98 Date
No. of Workdays Allowed 200
No. of Workdays Used 212
No. of Added Workdays Requested 12

SP*67865-734

8720

8

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAR 28 '79
RE
FOR

**DATE:** March 12, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Ass't. State Highway Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. TQF-88-2(2)

Contract 8720, Work Completed December 19, 1978

Project Main St. & Canyon Blvd. (John Day)

Highway John Day

County Grant

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 2-9-79

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
W. E. Schwartz
R. D. Church

RECEIVED
MAR 27 1979
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inices
Widmer
Gebauer
Church

8720 4

cc: State (H. S. Coulte

# STATE COPY

U.S. PARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

**INTERMEDIATE AND FINAL INSPECTION REPORT**

2-9-79

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>2 | **COUNTY**<br>Grant | **DIVISION**<br>Oregon |

**IN COMPANY WITH**
Unaccompanied. Discussed with Barry Hatcher, Resident Engr., OSHD

| | | |
|---|---|---|
| **DATE OF INSPECTION**<br>2-9-79 | **INSPECTION MADE BY**<br>David B. Carter, Area Engineer | **PROJECT NO.**<br>TQF 88-2(2) |

| | | | |
|---|---|---|---|
| **QUALITY OF WORK***<br>Satisfactory | **PROGRESS OF WORK**<br>Unsatisfactory | **TIME ELAPSED**<br>106 % | **WORK COMPLETED**<br>99 % |

## MAIN ST. @ CANYON BLVD. (JOHN DAY)
## JOHN DAY HIGHWAY
## Traffic Signal

This project provided for the installation of a traffic signal at the intersection of Main Street and Canyon Blvd. in the community of John Day, Oregon.

The signal installation is essentially complete and in operation. Some minor cleanup work remains to complete the contract work.

A State Force Order has been initiated to repave the intersection. The existing pavement is in poor condition and there is a concern that the existing pavement is inadequate to hold the loop detectors.

Some utility line adjustment work remains to be done. This work is required to provide sufficient clearance between the line and the signal pole. This work will be done by others.

This signal installation marks the first such installation in Grant County. Although not officially verified, it appears Grant County may have been the lone remaining Oregon County without the distinction of having a traffic signal located within its confines.

RECEIVED
STATE HWY ENGR
MAR - 1 '79
REFER TO
cp Keasey
FOR
Info Inves R/D D/R Sign Act File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

872

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Main St. @ Canyon Blvd. (John Day)

WEEK ENDING: 12/23/78

SECTION PREFIX: 12-1051

HIGHWAY: John Day

COUNTY: Grant

NAME OF JOB: Main St. @ Canyon Blvd. (John Day)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Maxwell's Electric, Inc.

CONTRACT NUMBER: 8720

FEDERAL AID PROJECT NUMBER: TQF-88-2(2)

DATE OF CONTRACT: May 4, 1978

DATE WORK STARTED: August 10, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 212

PERCENT OF TIME ELAPSED: 106

PROJECT AUTHORIZATION: $ 60,561.34

EXCLUSIVE OF ENGINEERING: $ 55,272.14

ENGINEERING AUTHORIZATION: $ 5,289.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,892.00

ENGINEERING COST TO DATE: $ 6,596.46

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %

PERCENT OF AUTHORIZATION: 125 %

DATE PROJECT WAS COMPLETED: December 19, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

boom truck, service van

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Cloudy - Snow | | | |
| MONDAY | Partly Cloudy - Cold | | | |
| TUESDAY | Clear - Cold | | | |
| WEDNESDAY | Cloudy - Cold | | | |
| THURSDAY | Partly Cloudy - Cold | | | |
| FRIDAY | Cloudy - Cold | | | |
| SATURDAY | | | | |

RECEIVED
DEC 27 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 17 | No work. |
| 18 MONDAY | Traffic Signal readied for turn on. |
| 19 TUESDAY | Turn on completed. |
| 20 WEDNESDAY | No work. |
| 21 THURSDAY | No work. |
| 22 FRIDAY | No work. |
| SATURDAY 23 | No work. |

## REMARKS

Signal turned on Tuesday (12-19-78).

Contract work substantially complete.

Some paving patching to be done where old pole was when weather permits. Part of Misc. Street Work Item.

Bob Hector inspected project Tuesday (12-19-78).

Final Report.

SIGNED B.N. Hatcher LOCATION Burns

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

cc: State (H. S. Coulter)

# STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INITIAL REPORT

10-25-78

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Grant | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>10-25-78 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>TQF 88-2(2) |

IN COMPANY WITH
Robert Hector, Region 5 Construction Engineer, OSHD

LOCATION Main Street at Canyon Blvd. in the community of John Day,
Grant County, Oregon

CONTRACTOR NAME AND ADDRESS
Maxwell's Electric, Inc., N. 809 Helena, Spokane, Washington 99202

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>5-4-78 | CONTRACT AMOUNT<br>$51,292.00 | TIME ALLOWED<br>200 C.D. | TIME STARTED<br>5-17-78 | WORK STARTED<br>8-10-78 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>80 | WORK COMPLETED<br>75 | |

REMARKS

### MAIN ST. at CANYON BLVD. (JOHN DAY)
### JOHN DAY HIGHWAY
### Traffic Signal

This project provides for the installation of a traffic signal at the intersection of Main Street and Canyon Blvd. in the community of John Day, Oregon.

The signal bases have been constructed and the poles are on the project. One pole required modification to correct an apparent fabrication error. The controller is presently in Salem for testing.

RECEIVED
STATE HWY ENGR
NOV 6 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

11-6
cy Kinsey

Form FHWA-1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used.

8720

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL A OR AUTHORIZATION

9-12-78

9

| | | |
|---|---|---|
| | | FEDERAL AID PROJECT NO.<br>TQF-88-2(2) |
| | | STATE ECT NO.<br>See below |
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Grant |
| | ITEM NO.<br>80004 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>9-12-78 | FEDERAL ROUTE NUMBER<br>Primary 88<br>STATE ROUTE NUMBER<br>Primary 5 |

GENERAL LOCATION:

Main St. at Canyon Blvd (John Day) Section

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

File 50314 TEC NTE $300 FF $257

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-31-78 you are authorized to proceed with the actual acquisition of a permanent easement on file 50314.

Sevain
9/13

| | | |
|---|---|---|
| DATE<br>9-12-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hansen | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8720

5

Salem, Oregon
August 22, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

50314-Herburger
Main St. at Canyon Blvd.
(John Day) Section
John Day Highway
Grant County

Attached is a description, an authorization and R/W prints covering a permanent easement for a Traffic Signal Facility to be constructed on Main Street at Canyon Blvd. (John Day).

Also attached is correspondence pertaining to this matter, together with a copy of the Permit of Entry from the land owner.

BY: R.

R. R. Rounds
R/W Desc. Supervisor

RRR:mg

Attach.

-8720

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 17, 1978

Rod Henry

**FROM:** Rod Henry, Assistant
Right of Way Manager

**TO:** J. H. Versteeg
Head of Engineering

**SUBJECT:** Main Street & Canyon Blvd.
(John Day)
John Day Highway
Grant County

Attached is a request for an easement on the subject property. The request does not state the purpose of the easement, but the Region Office has indicated that it is required for a "pole".

Would you please prepare the necessary description.

RJH:jk
attachment

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
2 Scott
Savage

RECEIVED
AUG 18 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

NOTED
ROBERT R. ROUNDS
AUG 21 1978

8720 7- [illegible]

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-88-2(2)

STATE PROJECT NO. See below

COUNTY NAME Grant

PROGRAM NO.

ITEM NO. 80004

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>4-5-78 | DATE AUTHORIZATION EFFECTIVE<br>7-3-78 | FEDERAL ROUTE NUMBER<br>Primary 88<br>STATE ROUTE NUMBER<br>Primary 5 |

GENERAL LOCATION:

Main St. at Canyon Blvd. (John Day)

GENERAL DESCRIPTION OF WORK:

Permanent Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 7-3-78, as requested in Mr. Keasey's letter of 7-12-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $500 Federal Funds $429.

[illegible]
8-1

| | | |
|---|---|---|
| DATE<br>7-26-78 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8720

4

June 6, 1978

Maxwell's Electric, Inc.
N. 809 Helena
Spokane, WA 99202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8720 for traffic signal installation on Main Street at Canyon Boulevard in John Day, Grant County.

Please advise your surety that in the future they will receive a copy of a given contract when it is fully executed.

Very truly yours,

C. W. Hea[illegible]
COMMISSION SERVICES

dda
Enclosure

bc
C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Wendell Schwartz
Barry Hatcher
L. E. George

May 31, 1978 - Received two copies of Contract No. 8720 from Maxwell's Electric, Inc. Page 7 of Section III, Contract, was missing in both copies.

Cec called Barbara Bossuyt who said she found the pages and will put them in the mail to us. (4:25 p.m. time of phone call)

**Maxwell's Electric, Inc.**
NORTH 809 HELENA • P.O. BOX 3445 T.A. • SPOKANE, WASHINGTON 99220 • (509) 535-4636

May 30, 1978

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: C.W. Head
Commision Services

Dear Sir:

Enclosed, once again, are two copies of the Contract No. 8720 for traffic signal installation on Main Street at Canyon Boulevard in John Day, Grant County. We believe we have complied with the Oregon State directives concerning such contracts.

Sincerely,
MAXWELL'S ELECTRIC, INC.

Barbara Bossuyt

Barbara Bossuyt
Office Manager

BB:dj

Enclosures

Denice
See inside of back cover
ee

NOTED
C. W. HEAD

Thank you for your patience and assistance.

RECEIVED
MAY 31 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

"Over 50 years of experience in contracting."

**Maxwell's Electric, Inc.**
NORTH 809 HELENA • P.O. BOX 3445 T.A. • SPOKANE, WASHINGTON 99220 • (509) 535-4636

May 24, 1978

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Mr. C.W. Head
Commission Services

Re: Contract No. 8720

Gentlemen:

We are returning herewith the copies of the above contract. Hopefully we have fulfilled the requirements stated in your letter. I conversed with our attorney and the copy of the Corporate Action attached to the back cover and certified with notary should take care of the problem pertaining to the signature of the Asst. Secretary.

Also, in regards to the Bond, our surety is having a new bond issued thru National Surety Corporation in Portland, Oregon. It will take a few days to get this back for our President, Mr. Edward T. Collins, to sign. We will forward it promptly.

Thank you,
MAXWELL'S ELECTRIC, INC.

Barbara Bossuyt

Barbara Bossuyt
Office Manager

BB:dj

enclosure

NOTED
W. HEAD

RECEIVED
MAY 26 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Over 50 years of experience in contracting."

8720

2

May 26, 1978

Maxwell's Electric, Inc.
N. 809 Helena
Spokane, WA 99202

Gentlemen:

Attached are two copies of Contract No. 8720 for traffic signal installation on Main Street at Canyon Boulevard in John Day, Grant County.

From our phone conversation with Barbara Bossuyt, we understand that someone else will be signing the Performance Bond as your surety. We are therefore returning the contract for their signature. We might mention that the surety must use the form provided on the contract.

As mentioned our Chief Counsel, Jack Sollis, advises that we cannot accept the Action of the Board of Directors which says Barbara Bossuyt can serve at the pleasure of the Board of Directors. The certified copy of the bylaws or minutes of your corporation must specifically say that she can sign contracts on behalf of the corporation.

Please return to us both copies of the contract for further processing.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn:dda
Att.

bc C. T. Keasey
Walt Hart
Wendell Schwartz
Barry Hatcher

Jack Sollis - See their letter attached. On the phone Barbara Bossuyt said their attorney may call you. This is the same form we showed you previously.

**Maxwell's Electric, Inc.**
NORTH 809 HELENA • P.O. BOX 3445 T.A. • SPOKANE, WASHINGTON 99220 • (509) 535-4636

May 24, 1978

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Mr. C.W. Head
Commission Services

Re: Contract No. 8720

Gentlemen:

We are returning herewith the copies of the above contract. Hopefully we have fulfilled the requirements stated in your letter. I conversed with our attorney and the copy of the Corporate Action attached to the back cover and certified with notary should take care of the problem pertaining to the signature of the Asst. Secretary.

Also, in regards to the Bond, our surety is having a new bond issued thru National Surety Corporation in Portland, Oregon. It will take a few days to get this back for our President, Mr. Edward T. Collins, to sign. We will forward it promptly.

Thank you,
MAXWELL'S ELECTRIC, INC.

Barbara Bossuyt

Barbara Bossuyt
Office Manager

NOTED
C. W. HEAD

BB:dj

enclosure

RECEIVED
MAY 26 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Over 50 years of experience in contracting."

## ACTION OF THE BOARD OF DIRECTORS OF MAXWELL'S ELECTRIC, INC., BY UNANIMOUS CONSENT IN WRITING

Pursuant to the provisions of RCW 23A.08.345 the board of directors of Maxwell's Electric, Inc., hereby recognizes that L. James Pinter, no longer being employed by the corporation, has ceased to occupy the office of assistant secretary of the corporation and the board of directors hereby appoints Barbara Bossuyt assistant secretary of the corporation to serve at the pleasure of the board of directors.

This appointment is effective immediately.

EXECUTED at Spokane, Washington, on this 1st day of February, 1978.

Ed Collins

Being all of the Directors of the Corporation

I hereby certify that the foregoing exerpt is a true and correct copy of action taken by the board of Maxwell's Electric, Inc. on February 1st, 1978.

Edward T. Collins
Edward T. Collins, Presddent
MAXWELL'S ELECTRIC, INC.

STATE OF WASHINGTON }
County of Spokane } ss

I, Dolores J. Hunter, Notary Public, hereby certify that on the 23rd day of May 1978 personally appreared before me Edward T. Collins who, being by me first duly sworn, declared that he is the President of the reporting corporation, and that the statements therin contained are true.

Dolores J. Hunter
Notary Public for the State of Wash.

Pursuant to the provisions of RCW 23A.08.345 the board of directors of Maxwell's Electric, Inc., hereby recognizes that L. James Pinter, no longer being employed by the corporation, has ceased to occupy the office of assistant secretary of the corporation and the board of directors hereby appoints Barbara Bossuyt assistant secretary of the corporation to serve at the pleasure of the board of directors.

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Edward T. Collins

Edward T. Collins, President
MAXWELL'S ELECTRIC, INC.

STATE OF WASHINGTON
County of Spokane } ss

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Dolores J. Hunter

Notary Public for the State of Wash.
Residing at Spokane
My commission expires February 1981

8720

8

**Maxwell's Electric, Inc.**

NORTH 809 HELENA • P.O. BOX 3445 T.A. • SPOKANE, WASHINGTON 99220 • (509) 535-4636

May 9, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Re: Contract No. 8720

Gentlemen:

We have been awarded the traffic signal installation on Main Street at Canyon Boulevard in John Day. May we please have an abstract of the bid.

Sincerely,
MAXWELL'S ELECTRIC, INC.

Barbara Bossuyt

Barbara Bossuyt
Office Manager

BB:dj

Cec-
Wouldn't they automatically get a copy - the itemiz. bids came out the day we rec'd this letter
Fran

Yes! They should have rec-a copy; were might ✓ in Mailroom
Cec

Mailroom mailed out
Fran

RECEIVED
MAY 11 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

"Over 50 years of experience in contracting."

8720

May 5, 1978

Maxwell's Electric, Inc.
North 809 Helena
Spokane, Washington 99202

Gentlemen:

The Oregon Transportation Commission on May 4 accepted your proposal for the traffic signal installation on Main Street at Canyon Boulevard in John Day (John Day Highway) in Grant County for the sum of $31,292 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer that same day awarded you the project, which has been assigned Contract No. 8720.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) for completion within ten days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 17, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm
Atts.
cc Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland

C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz SAIF
Barry Hatcher
L. E. George

8720 4-5-78 8

U.S. DEPARTMENT OF TRA TATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF-88-2(2)
STATE PROJECT NO.: See Below
COUNTY NAME: Grant
PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:
ITEM NO.: 80004

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| 4-5-78 | 4-5-78 | Primary 88<br>Primary 5 |

GENERAL LOCATION:
"Main Street at Canyon Boulevard (John Day)"

GENERAL DESCRIPTION OF WORK:
Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Permanent Pavement Striping (SF) $500

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed nad are approved at a total estimated cost of $44,929, Federal funds $38,549.

A signed copy of the Title Sheet is returned herewith.

Swan w/enc
4-10

DATE: 4-5-78
SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner
TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8720 5

# ENVIRONMENTAL REVIEW CHECKLIST

4-27-78
~~11-17-77~~ Bid Letting ______________ All Clear Deadline

ALL CLEAR 3/30/78
Donald L Trout

SECTION MAIN ST. @ CANYON BLVD. (JOHN DAY)
Highway John Day
County Grant Region ______
Type of Work Signal (2PH) Chann. Funds ______
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | statewide |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

PERMITS:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

CULTURAL:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

NOISE:

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8720

9

November 10, 1977

City of John Day
City Hall
John Day, OR 97845

Attention: Mrs. Ruth Crim
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6226

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signal equipment on the John Day Highway at Canyon Boulevard in Grant County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

#8720

8

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Intersection of John Day & John Day Burns Highway

DATE: October 11, 1977

RECEIVED
STATE HWY ENGR
OCT 24 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10/20/77

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Pat Schwartz, Reg. 5
H. W. Oswald, Dist. 12
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
G. L. Gifford

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

**7709 2 180**

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H. S. COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

8-30-77
BEN GIFFORD

PNRS #2

8720

10-11-77

2

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
TOF-88-2(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Grant

PROGRAM STAGE
☐ 1 ☐ 2

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80004

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR.
OCT 21 '77
REFER TO
FOR

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
|  | 10-11-77 | Primary 88 |
|  |  | STATE ROUTE NUMBER<br>Primary 5 |

GENERAL LOCATION:
"Main St at Canyon Blvd (John Day) Section"

GENERAL DESCRIPTION OF WORK:
Acquisition of right of way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-30-77 letter, you are authorized to proceed with the actual acquisition of right of way as shown on R/W map 5B-27-5 at a total estimated cost not to exceed $5,000 - Federal Funds $4,290, subject to the submission of an additional map showing acquisition and location of improvements.

Federal participation is limited to that right of way actually incorporated in the final location.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-11-77 |  | Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

(#2) 2720 9

ROBERT W. STRAUB

**DEPARTMENT OF TRANSPORTATION**

**STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310**

August 30, 1977

**TO** **Executive Department**
**Federal Aid Coordination Unit**

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, OR 97801

D E Swan

**FROM** **D. E. Swan**
**Federal Aid Engineer**

**SUBJECT** **Notice of Intent for Federal Aid Funds**
**State Admin. Dist. No.** 12
**Section:** Intersection of John Day Hwy. & John Day/Burns Hwy.
**Highway:** 26 & 395
**County:** Grant

**In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.**

**Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.**

**Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be** Sept. 30, 1977.

NOTED
H.S. COULTER

**BLG:**dmc

**Attachment**

**cc:** **G. L. Green**
**H. S. Coulter** ✓
**F. E. Terpin**
**J. B. Bovd**
**J. H. Versteeg**
Gary Potter
W. J. Hart

**Region** 5; W. E. Schwartz
**District** 12; H. W. Oswald
**Aeronautics Division**
**Paul Hartwig, Parks**
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
AUG 31 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

02 12] APPLICANT [45: Dept. of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Intersection of John Day and John Day/Burns Highway

11 12] PROJECT LOCATION—CITY:
John Day Highway
City of John Day

PROJECT LOCATION—COUNTY: Grant

PROJECT LOCATION SEC: T: R: [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] This project includes installation of traffic signals at the intersection and [71

07 12] acquisition of about 200 square feet of a service station lot at the SW corner [71

08 12] to facilitate channelization. [71

09 12] (See attachment) [71

10 12]

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 25,380 | - | 4,620 | - | - | 30,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: US Dept. of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: Aug. 30, 1977

**(D) REVIEW REQUIRED by A-95** Yes ☒ 31 No ☐ 32

**(E) ENVIRONMENTAL IMPACT** Yes ☐ 33 No ☒ 34

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 35 No ☒ 36

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42: Sept. — 43] DAY [44: 30 — 45] YEAR [46: 1977

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 30, 1977

VI. If project includes state funds (12C), identify agency Highway

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of nonmajor environmental impact under Oregon's Action Plan.

CATEGORY
3 PROJECT

NON-MAJOR

TQF-88-2-(-)

# OREGON STATE HIGHWAY DIVISI
# PROJECT ASSESSMENT

## PART 1. GENERAL INFORMATION

A. Project Identification:

| | | | |
|---|---|---|---|
| Section | Intersection of John Day Hwy. and John Day-Burns Hwy. | Date | [illegible] |
| | | Unit (if appl) | |
| County | Grant | City | John Day |
| Highway | 26 & 395 | State Hwy. No. | 5 & 48 |
| Termini: M.P.(if appl) | Highway intersection | Length | |
| Region | 5 | Construction Estimate | |
| | | | Program Amount |

B. Purpose of Project: To alleviate a traffic bottleneck and enhance safety by (1) installing a fully actuated traffic signal at the intersection of the John Day Highway #5 and the John Day-Burns Highway No. 48 and (2) widening a corner at the intersection (note sketch).

C. Origin & History of Project: A February 1975 letter from the mayor of John Day requested a traffic investigation at the intersection of the two highways. The investigation substantiated the need for a traffic signal. Channelization of east to south traffic (Main St.-Canyon Blvd.) was also recommended.

D. General Description of Project: The project includes installation of a traffic light at the highway intersection and acquisition of about 200 square feet of a service station lot at the southwest corner to facilitate channelization. Utility poles would have to be adjusted.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 6900; Projected ADT —; Yr. 76

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 200 ft.$^2$
Yes, No (note sketch)

Acres_______; Type of Relocation Req.________________; No.________.

Materials Source, Borrow, Waste Disposal Requirements, if any: Commercial sources.

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any: None

Local City, County or COG priorities of project: High priority - Grant County

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): None

Other Descriptive Information or Comments:

(Attach project sketch map.)

## B. Preliminary Assessment of Environmental Impacts:

**1. Consequences and Significance of Right-of-Way Acquisition:** Acquisition of about 200 square feet of right-of-way should not have a detrimental impact on service station operations. Entrances can be easily adjusted. Estimated cost of right-of-way and readjusting service station entrances $5,200.00.

**2. Estimated Impact on Traffic Patterns:** A traffic signal and "rounded" corner should alleviate congestion and associated safety problems.

**Consequences--Air Quality, Noise, Safety, etc.:** Traffic safety would be enhanced.

**3. Estimated Impact on Land Use:** Approximately 200 square feet of service station lot would be converted to highway purposes.

**Consequences:** No significant impact on land use.

**4. Expected Impact on Natural Ecological Resources:** None

**Consequences:** N.A.

**5. Expected Impact on Cultural and Scenic Resources:** None identified.

**Consequences:** N.A.

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. **Natural**: The project is located in the City of John Day at an elevation of about 3100 feet msl. The city occupies hillsides and alluvial flats within the narrow John Day Valley. Summer temperatures average 67° F.; winter temperatures about 36° F. Average annual precipitation is 15 inches, most of which occurs between November and April.

2. **Cultural**: The project is located in the center of John Day's commercial district. Service stations are located on the southeast and southwest corners of the intersection. On-street parking is allowed on either side of service station entrances. Main St. and Canyon Blvd. are principal arterials. Tourist, commuter, and industrial traffic use these streets. Bottlenecks are not infrequent. The present four-way stop system at the intersection has proven to be inadequate. In addition, two-trailer trucks have difficulty negotiating the sharp southwest corner at Main St. and Canyon Blvd. (note sketch).

Preliminary Identification of Areas of Critical Concern: None identified.

Potential for Controversial Issues: None identified.

Potential for Consistency of Proposal With: Consistent

a. Clean Air Implementation Plans

b. Noise Standards Signalization will improve flow characteristics and reduce traffic noise levels.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

---

ecommended Type of Action and Documentation:

-------------MAJOR ACTION---------------- ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS ____ D & F Neg.Dec. X ASSESSMENT ONLY

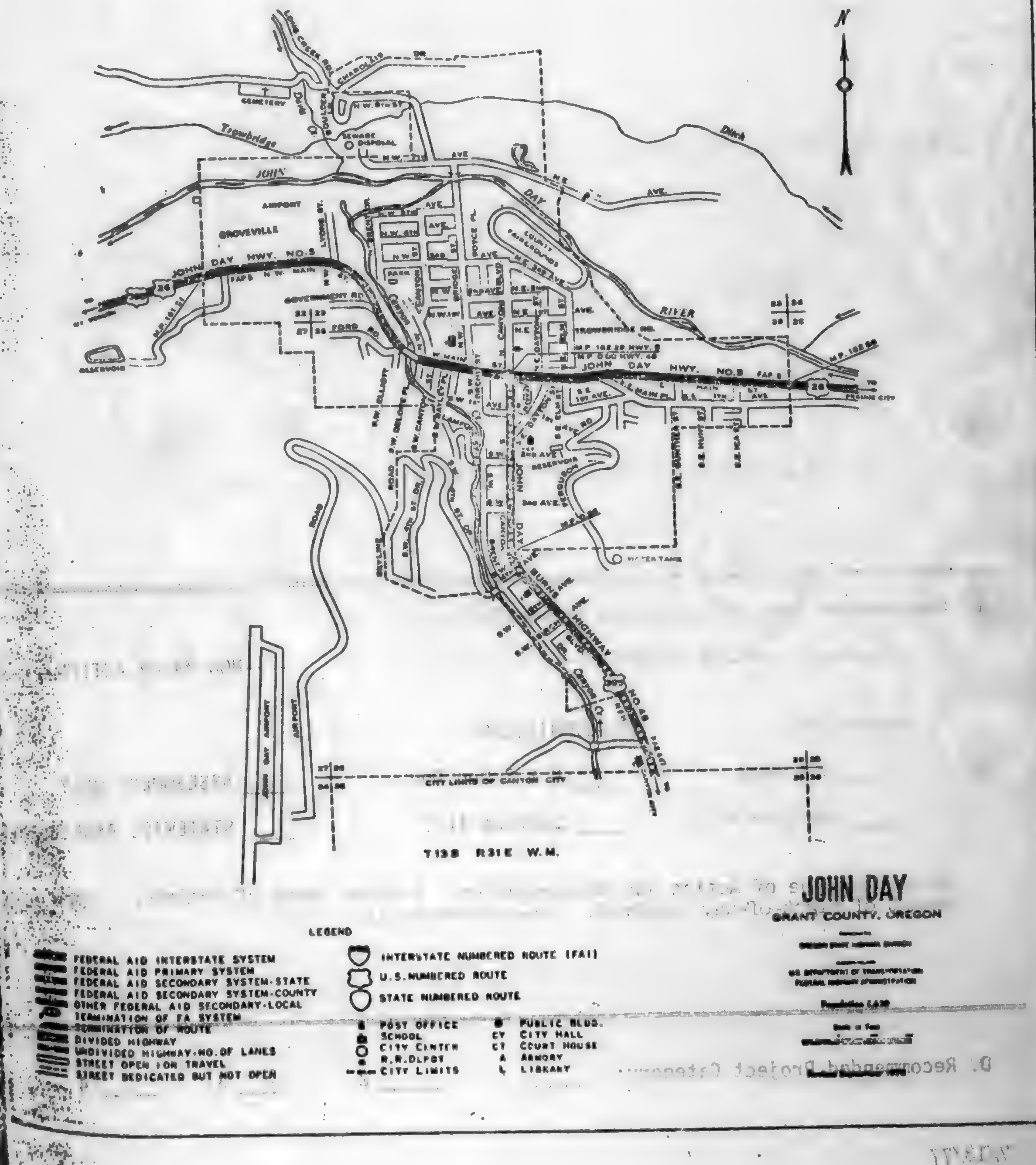
____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

asis for Type of Action and Documentation: Limited scope of project. Type and mount of right-of-way required. Non-controversial.

---

ecommended Project Category: ____ 1 ____ 2 X 3 ____ 4

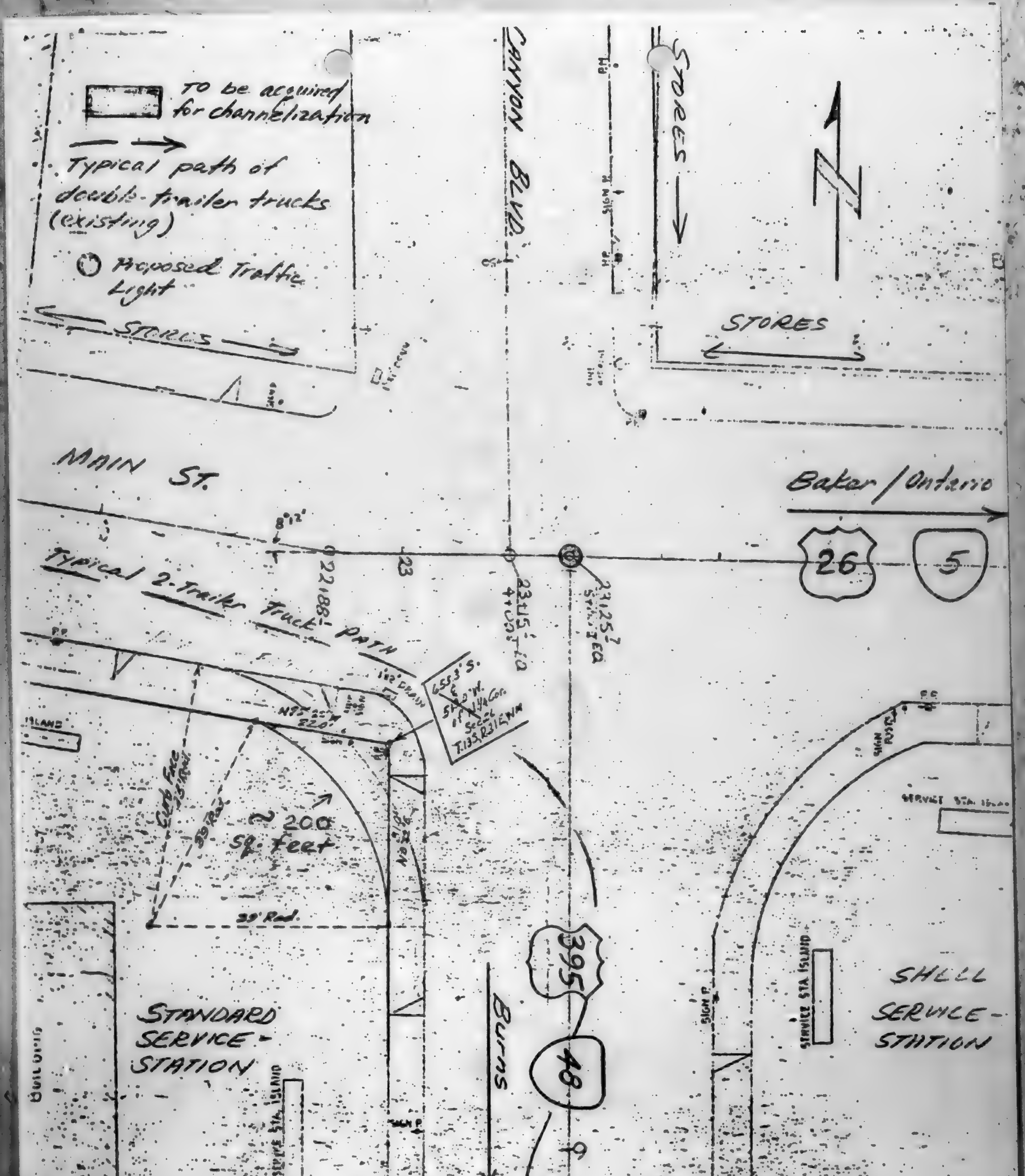
77


N
JOHN DAY HWY. NO. 5
JOHN DAY RIVER
Trowbridge Ditch
CEMETERY
SEWAGE DISPOSAL
AIRPORT
GROVEVILLE
COUNTY FAIRGROUNDS
TROWBRIDGE RD.
GOVERNMENT RD.
FORD RD.
W. MAIN
N.W. MAIN
E. MAIN
RESERVOIR
WATER TANK
CANYON BLVD.
JOHN DAY AIRPORT
AIRPORT
ROAD
CITY LIMITS OF CANYON CITY
T13S R31E W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

**JOHN DAY**

**GRANT COUNTY, OREGON**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION


To be acquired for channelization
Typical path of double-trailer trucks (existing)
Proposed Traffic Light
STORES
CANYON BLVD.
STORES
STORES
MAIN ST.
Baker / Ontario
26
5
8'12'
22188
23
23445
23125
Typical 2-Trailer Truck PATH
6553' S.
5140' W.
of 1/4 Cor.
Sec 26
T.13S R31E W.M.
Curb Face
39' Rad.
39' Rad.
39' Rad.
≈ 200 sq. feet
395
48
Burns
STANDARD SERVICE-STATION
SERVICE STA. ISLAND
BUILDING
ISLAND
SHELL SERVICE-STATION
SERVICE STA. ISLAND
SERVICE STA. ISLAND

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: August 18, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Project No. TQF-88-2(-)
Intersection of John Day Hwy. &
John Day-Burns Hwy.
Grant County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt

Attachment

ESH
DEPUTY STATE HIGHWAY ENGINEER
8-18-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore
B. L. Gifford

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: August 4, 1977

In reply refer to: HB.4-OR/TQF-88-2(-)

SUBJECT: Oregon Project TQF-88-2(-), Project Assessment
Intersection of John Day Highway &
John Day-Burns Highway
Grant County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

The subject project assessment submitted with Mr. Wimer's July 26, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action. We also concur in your traffic noise analysis.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy (Env.))

RECEIVED
STATE HWY ENGR
AUG 16 '77
REFER TO Moehring
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

orig to

8720

8

August 28, 1975

The Honorable John R. Moreau
Mayor, City of John Day
City Hall
John Day, Oregon 97845

Dear Mr. Moreau:

A new traffic investigation has been completed for the intersection of the John Day Highway (Main Street) and the John Day-Burns Highway (Canyon Boulevard) in John Day.

Based on the new traffic count, it was found that the minimum vehicular volume warrant for the installation of a traffic signal is met. Therefore, this location will be added to our statewide priority list for the installation of traffic signals. However, due to the statewide demand for signals at warranted locations on the State Highway System and a limited amount of funds, it will probably be several years before it will be possible to undertake the signal installation which you requested. Fortunately, the accident record has been favorable in comparison with other intersections where signals are warranted. During the period from January 1, 1971 to June 30, 1975, there was a total of five accidents, none of which were of the type preventable by the installation of a traffic signal.

Traffic safety is very important to us and traffic conditions at this intersection will be closely monitored on a periodic basis to determine if conditions have changed such that the priority for the proposed signal installation will need to be revised. Although we are unable to comply with your request for the signal at this time, when funds become available you will be contacted regarding the signal installation.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

DKH:rj js
bc: F. B. Klaboe
E. S. Hunter
L. E. George
W. E. Schwartz w/att.

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
August, 1975

# REPORT OF SIGNAL WARRANT INVESTIGATION
John Day Highway - John Day
US 26 - Hwy. 5, M.P. 162.29 (John Day Hwy. 5)
M.P. 0.00 (John Day - Burns Hwy. 48)

## Recommendation:

As a result of this investigation, it is recommended that the four-way stop at this intersection be removed and a two-phase traffic actuated signal be installed.

## Historical Background:

(a) The existing flashing beacon was installed as a red-amber flashing beacon in 1950 and was modified to a flashing red four-way stop in 1955. The beacon consists of four 12" red heads. The City of John Day has a population of 1,700 and qualifies for 70% of standard signal warrants.

## Investigation:

| Intersection | Total Entering Volume 1/ | Cross Street Volume 1/ | Pedestrians Crossing Highway 1/ N-S | Pedestrians Crossing Highway 1/ E-W |
|---|---|---|---|---|
| Hwy. 5 & Hwy. 48 | 10,330 | 3,953 | 554 | 300 |

1/ 16-Hour Volume

| Intersection | Total Accidents from 1-1-71 to 12-31-74 | Persons Injured | Persons Killed | Preventable Accidents 2/ |
|---|---|---|---|---|
| Hwy. 5 & Hwy. 48 | 4 | None | None | None |

2/ Accidents within the latest 12 months which might have been prevented by a traffic signal.

This intersection is a four-way intersection with Hwy. 5 being the major street and Hwy. 48 being the minor street. Parking is allowed on all approaches to the intersection.

| Approach | Width | ADT 3/ | Peak Hr. Approach Vol. |
|---|---|---|---|
| West | 45 ft. | 4,016 | 354 VPH |
| East | 48 ft. | 2,361 | 203 VPH |
| South | 49 ft. | 2,806 | 205 VPH |
| North | 36 ft. | 1,147 | 132 VPH |

3/ Based upon the August 5, & 6, 1975 traffic count.

During the period from 1-1-71 to 10-31-74 there were 4 reported accidents. There were no fatalities and no injuries. For the latest 12 months available, there were no accidents of the type preventable by a traffic signal.

The August 1975 count indicated that 70% of the standard warrants for this intersection are met for the 8 hours required by the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition. Based upon the vehicular volumes at this intersection, the previously stated recommendation was made.

EB:rj
8-14-75

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
John Day Hwy. No. 5 at John Day-Burns Hwy. No. 48
City of John Day

# TRAFFIC SIGNAL WARRANT COMPARISON*

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) | 390 | 411 | 438 | 469 | 362 | 425 | 557 | 454 |
| Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach) | 169 | 197 | 192 | 189 | 154 | 195 | 205 | 224 |
| Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) | 49 | 67 | 37 | 41 | 29 | 19 | 37 | 24 |

| | Minimum Volume Warrant** | | Number of Hours Warrant is Met (8 required) |
|---|---|---|---|
| 1. Minimum Vehicular Volume: | | | |
| Major Street | 350 | | |
| Minor Street | 105 | | 8 |
| 2. Interruption of Continuous Traffic: | | | |
| Major Street | 520 | | |
| Minor Street | 52 | | 1 |
| 3. Minimum Pedestrian Volume: | | | |
| Vehicular Volume (Major Street) | 420 | | |
| Pedestrian Volume | 105 | | 0 |
| 4. Accident Experience: | | | |
| Preventable Accidents (last 12 months) | | 0 | |
| Minimum Warrant | | 5 | |
| 5. Systems Warrant (if applicable): | | | |
| Entering Volume (Weekday peak hour) | | N/A | |
| Minimum Warrant | | 800 | |

Date of Traffic Count August 5, & 6, 1975

---

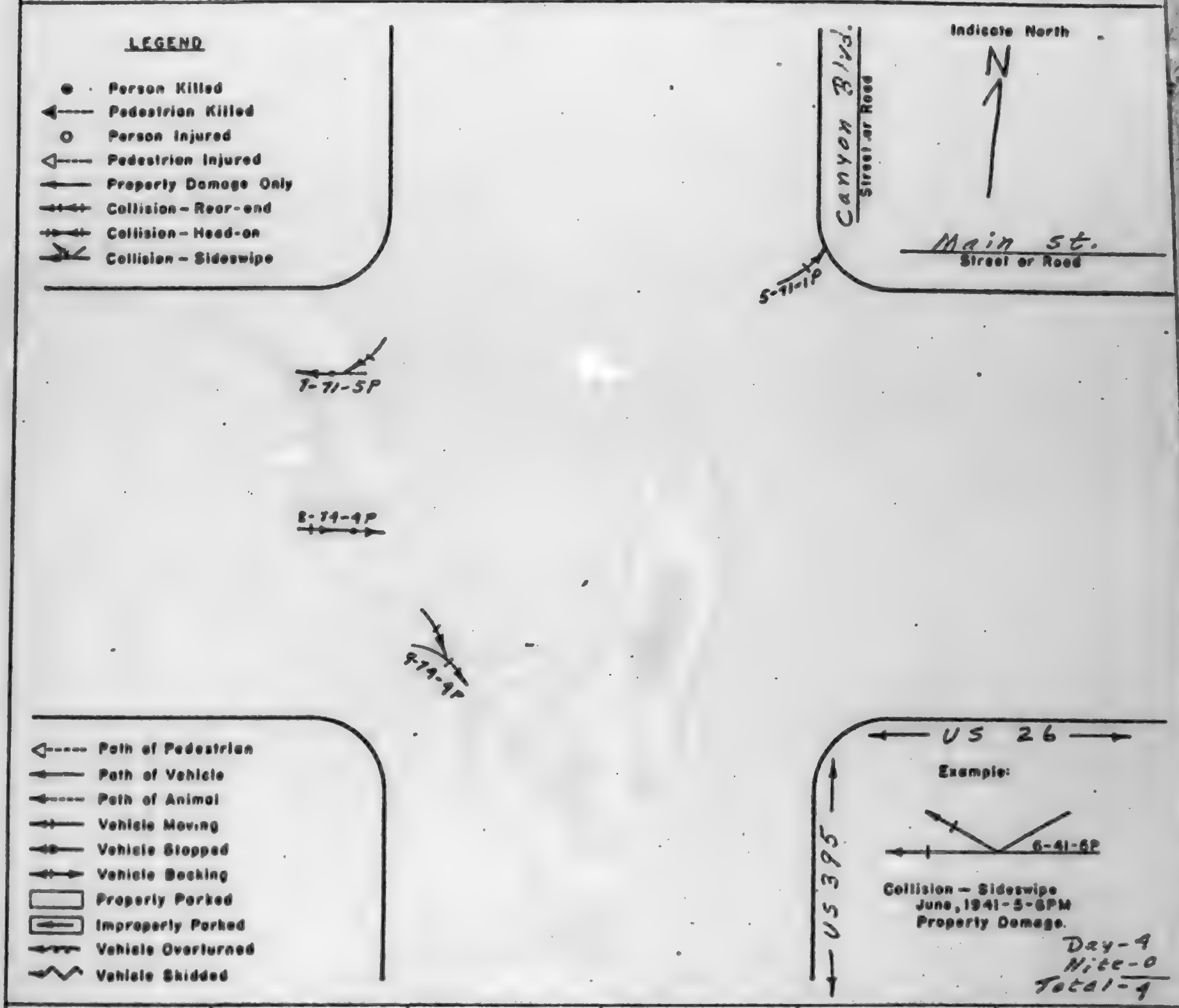
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ____ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

# COLLISION DIAGRAM

City of John Day County Grant
Intersection of Main st. and Canyon Blv
Highway Number 5 US 26 & 42 (US 395) MP. 162.29
Period Covered 1-1-71 10-31-74
Compiled by [illegible] Drawn by ______ Date 1-16-


LEGEND
● Person Killed
◄---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Canyon Blvd.
Street or Road
Indicate North
N
Main st.
Street or Road
5-71-1P
7-71-5P
8-74-4P
9-74-9P
◁---- Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
US 26
US 395
Example:
6-41-6P
Collision — Sideswipe
June, 1941-5-6PM
Property Damage.

Day-4
Nite-0
Total-4

| Collision Type | 1971 | | | | 1972 | | | | 1973 | | | | 1974 | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total | Fatal | Non-fatal | Prop. Damage | Total |
| Angle | | | | | | | | | | | | | | | | | | | | |
| Head-on | | | | | | | | | | | | | | | | | | | | |
| Rear-end | | | | | | | | | | | | | | | 1 | 1 | | | 1 | 1 |
| Sideswipe | | | | | | | | | | | | | | | | | | | | |
| Turning Movement | | | 1 | 1 | | | | | | | | | | | 1 | 1 | | | 2 | 2 |
| Parking | | | | | | | | | | | | | | | | | | | | |
| Non-collision | | | | | | | | | | | | | | | | | | | | |
| Fixed Object | | | 1 | 1 | | | | | | | | | | | | | | | 1 | 1 |
| Pedestrian | | | | | | | | | | | | | | | | | | | | |
| Backing | | | | | | | | | | | | | | | | | | | | |
| Misc. | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | | 2 | 2 | | | | 0 | | | | 0 | | | 2 | 2 | | | 4 | 4 |

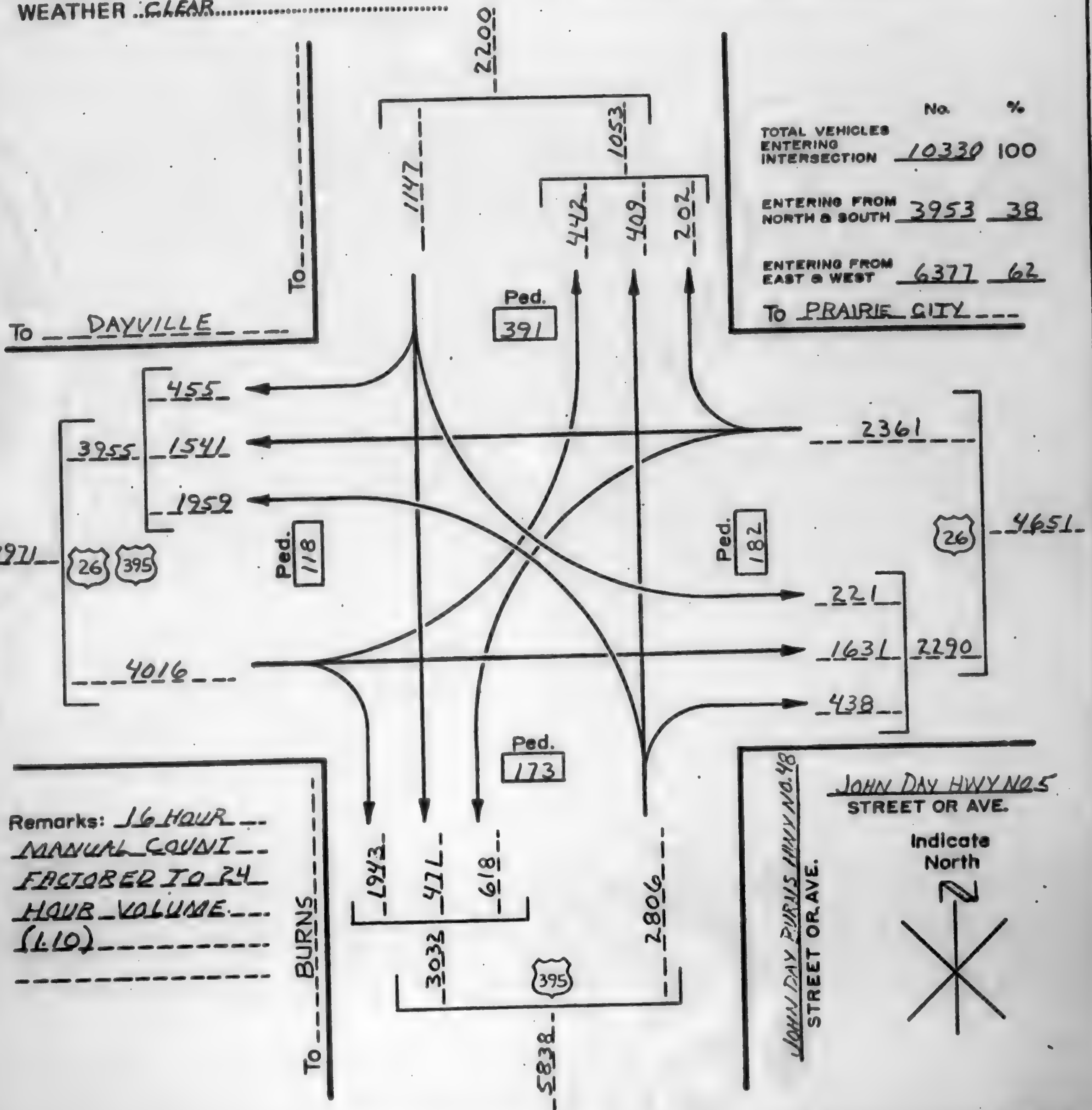
Form E-260—2M—11-45 5/70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

# TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Aug 5&6, 1975
DAY OF WEEK Tue-Wed.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM - 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM - 10PM
WEATHER CLEAR

CITY OR COUNTY JOHN DAY
INTERSECTION OF JOHN DAY HWY. NO. 5
& JOHN DAY BURNS HWY. NO. 48
MILE POST HWY. NO. 5 MP 162.29 - HWY. NO. 48 MP 0.00
CLASSIFICATION ALL VECHILES


2200
1147
1053
442
409
202
Ped. 391
To DAYVILLE
To
455
3955
1541
1959
7971
26
395
Ped. 118
2361
Ped. 182
26
4651
221
1631
2290
4016
438
Ped. 173
1943
472
618
3033
395
5838
2806
To BURNS
To PRAIRIE CITY

|  | No. | % |
|---|---|---|
| TOTAL VEHICLES ENTERING INTERSECTION | 10330 | 100 |
| ENTERING FROM NORTH & SOUTH | 3953 | 38 |
| ENTERING FROM EAST & WEST | 6377 | 62 |

Remarks: 16 HOUR MANUAL COUNT FACTORED TO 24 HOUR VOLUME (L10)

JOHN DAY HWY NO. 5
STREET OR AVE.

JOHN DAY BURNS HWY NO. 48
STREET OR AVE.

Indicate North

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

## SUMMARY OF TRAFFIC COUNT

Date Aug 5 & 6 1975
Day of week Tue-Wed
Hours counted 6AM - 10PM
Weather CLEAR

| | TIME | North to East | East to North | North to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SUMMARY BY MOVEMENTS | | | | | | | | | | | | | | | |
| A. M. | 6:00- 7:00 | 2 | 1 | 12 | 4 | 5 | 3 | 54 | 31 | 17 | 10 | 24 | 44 | 207 | 76 | 37 | 131 |
| | 7:00- 8:00 | 2 | 6 | 7 | 17 | 16 | 21 | 81 | 103 | 27 | 14 | 61 | 86 | 441 | 146 | 33 | 295 |
| | 8:00- 9:00 | 2 | 9 | 16 | 16 | 17 | 17 | 104 | 92 | 29 | 16 | 77 | 88 | 483 | 156 | 32 | 327 |
| | 9:00-10:00 | 23 | 13 | 25 | 31 | 29 | 35 | 74 | 81 | 33 | 29 | 113 | 101 | 587 | 242 | 41 | 345 |
| | 10:00-11:00 | 19 | 9 | 31 | 34 | 32 | 26 | 90 | 95 | 52 | 37 | 110 | 106 | 641 | 251 | 39 | 390 |
| | 11:00-12:00 | 13 | 11 | 37 | 44 | 41 | 29 | 90 | 109 | 31 | 33 | 126 | 135 | 699 | 288 | 41 | 411 |
| P. M. | 12:00- 1:00 | 26 | 17 | 37 | 34 | 27 | 28 | 124 | 104 | 37 | 36 | 122 | 128 | 720 | 282 | 39 | 438 |
| | 1:00- 2:00 | 22 | 9 | 39 | 38 | 36 | 27 | 94 | 89 | 26 | 42 | 113 | 120 | 655 | 286 | 44 | 369 |
| | 2:00- 3:00 | 5 | 15 | 26 | 21 | 28 | 31 | 89 | 84 | 38 | 15 | 115 | 108 | 575 | 213 | 37 | 362 |
| | 3:00- 4:00 | 10 | 14 | 33 | 43 | 38 | 28 | 107 | 93 | 19 | 21 | 149 | 146 | 701 | 276 | 39 | 425 |
| | 4:00- 5:00 | 18 | 32 | 53 | 43 | 61 | 30 | 110 | 158 | 61 | 29 | 153 | 146 | 894 | 337 | 38 | 557 |
| | 5:00- 6:00 | 22 | 16 | 40 | 21 | 33 | 35 | 97 | 123 | 43 | 25 | 154 | 164 | 773 | 319 | 41 | 454 |
| | 6:00- 7:00 | 17 | 11 | 29 | 22 | 26 | 21 | 58 | 78 | 36 | 20 | 121 | 99 | 538 | 212 | 39 | 326 |
| | 7:00- 8:00 | 10 | 7 | 15 | 12 | 13 | 18 | 81 | 95 | 44 | 23 | 119 | 106 | 543 | 185 | 34 | 358 |
| | 8:00- 9:00 | 6 | 7 | 8 | 13 | 14 | 14 | 80 | 78 | 38 | 27 | 111 | 109 | 505 | 178 | 35 | 327 |
| | 9:00-10:00 | 4 | 7 | 6 | 9 | 12 | 9 | 68 | 70 | 31 | 21 | 98 | 95 | 430 | 147 | 34 | 283 |
| | 10:00-11:00 | | | | | | | | | | | | | | | | |
| | 11:00-12:00 | | | | | | | | | | | | | | | | |
| A. M. | 12:00- 1:00 | | | | | | | | | | | | | | | | |
| | 1:00- 2:00 | | | | | | | | | | | | | | | | |
| | 2:00- 3:00 | | | | | | | | | | | | | | | | |
| | 3:00- 4:00 | | | | | | | | | | | | | | | | |
| | 4:00- 5:00 | | | | | | | | | | | | | | | | |
| | 5:00- 6:00 | | | | | | | | | | | | | | | | |
| 24-Hour total | | 221 | 202 | 455 | 442 | 471 | 409 | 1541 | 1631 | 618 | 438 | 1943 | 1959 | 10330 | 3953 | 38 | 6377 |
| 16-Hour total | | 201 | 184 | 414 | 402 | 428 | 372 | 1401 | 1483 | 562 | 398 | 1766 | 1781 | 9392 | 3594 | 38 | 5798 |
| _-Hour total | | | | | | | | | | | | | | | | | |
| Control Factor (1.10) | | | | | | | | | | | | | | | | | |

JOHN DAY BURNS HWY NO 48 St. is North and South

JOHN DAY BURNS HWY NO.5 St. is East and West

**OREGON STATE HIGHWAY DIVISION**
**TRAFFIC ENGINEERING SECTION**

# SUMMARY OF TRAFFIC COUNT

City or County JOHN DAY
Intersection JOHN DAY HWY NO. 5 & JOHN DAY HWY NO. 48
Mile Post HWY 5 MP 162.29 – HWY 48 MP 0.00
Classification ALL VECHILES

| | | | | | | | | ENTERING VOLUMES – SUMMARY BY LEGS | | | | PEDESTRIANS USING CROSSWALKS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| outh to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North | East | West | South |
| 10 | 24 | 44 | 207 | 76 | 37 | 131 | 63 | 19 | 72 | 59 | 57 | 4 | 1 | 5 | 2 |
| 14 | 61 | 86 | 441 | 146 | 33 | 295 | 67 | 25 | 114 | 181 | 121 | 2 3 | 1 | 3 | 1 |
| 16 | 77 | 88 | 483 | 156 | 32 | 327 | 68 | 35 | 142 | 185 | 121 | 1 13 | 1 5 | 1 5 | 1 7 |
| 29 | 113 | 101 | 587 | 242 | 41 | 345 | 59 | 77 | 120 | 225 | 165 | 2 21 | 3 13 | 9 | 3 10 |
| 37 | 110 | 106 | 641 | 251 | 39 | 390✓ | 61 | 82 | 151 | 239 | 169 | 16 33 | 6 6 | 6 4 | 6 |
| 33 | 126 | 135 | 699 | 288 | 41 | 411✓ | 59 | 91 | 132 | 279 | 197 | 31 36 | 5 20 | 11 1 | 3 14 |
| 36 | 122 | 128 | 720 | 282 | 39 | 438✓ | 61 | 90 | 178 | 260 | 192 | 11 26 | 10 18 | 6 4 | 5 11 |
| 42 | 113 | 120 | 655 | 286 | 44 | 369✓ | 56 | 97 | 129 | 240 | 189 | 14 27 | 10 15 | 3 4 | 7 |
| 15 | 115 | 108 | 575 | 213 | 37 | 362✓ | 63 | 59 | 142 | 220 | 154 | 13 16 | 4 | 8 2 | 8 20 |
| 21 | 149 | 146 | 701 | 276 | 39 | 425✓ | 61 | 81 | 140 | 285 | 195 | 4 15 | 4 6 | 2 1 | 10 9 |
| 29 | 153 | 146 | 894 | 337 | 38 | 557✓ | 62 | 132 | 203 | 354 | 205 | 6 31 | 10 13 | 6 18 | 10 21 |
| 25 | 154 | 164 | 773 | 319 | 41 | 454✓ | 59 | 95 | 156 | 298 | 224 | 8 16 | 3 4 | 1 5 | 7 6 |
| 20 | 121 | 99 | 538 | 212 | 39 | 326 | 61 | 72 | 105 | 221 | 140 | 6 | 6 | 2 | |
| 23 | 119 | 106 | 543 | 185 | 34 | 358 | 66 | 38 | 132 | 226 | 147 | 4 4 | 1 5 | 4 1 | 1 5 |
| 27 | 111 | 109 | 505 | 178 | 35 | 327 | 65 | 28 | 125 | 202 | 150 | 5 13 | 12 | 3 1 | 6 |
| 21 | 98 | 95 | 430 | 147 | 34 | 283 | 66 | 22 | 106 | 177 | 125 | 3 7 | | 1 1 | |
| 438 | 1943 | 1959 | 10330 | 3953 | 38 | 6377 | 62 | 1147 | 2361 | 4016 | 2806 | | | | |
| 398 | 1766 | 1781 | 9392 | 3594 | 38 | 5798 | 62 | 1043 | 2147 | 3651 | 2551 | 391 | 182 | 118 | 173 |

Tabulated by JIM LAYMON

Checked by

uth

est

-8720

5

Salem, Oregon
August 15, 1977

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Engineer
BUILDING

49862 - Chevron USA, Inc.
Main St. at Canyon Blvd. (John
Day) Section
John Day Highway
Grant County

Attached is a description, an authorization, R/W prints and material from Region 5 pertaining to a R/W acquisition for the subject project, which is listed on the accelerated program of Traffic Signal Projects.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

Form 81-734-3419

**OREGON STATE HIGHWAY DIVISION**

# Right of Way Section

INTER-OFFICE COMMUNICATION

To J. H. Versteeg
Road Design Engineer

From Verne A. Allen

File No. Standard Station
John Day Sec. Intersection
John Day-Burns Highway
/Grant County

Date July 13, 1977

Subject Prefix 12-1408

The attached letter I think, is self-explanatory. Can you start this out to get File No., Options, Maps, etc.

Thank you.

vaa/cp

VERNE A. ALLEN
Regional R/W Supervisor
Region V Right of Way
La Grande

VAA/crp
attachments

1 Versteeg ✓
Olson
Christensen
2 Scott
Swenson
Savage
Trout

RECEIVED
JUL 15 1977
ROAD DESIGN SECTION

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To
Bring Up / /
Other

Ordered deed thru Tony 7-22-77 & Rec'd.

Desc. (49862) to R/W 8-15-77 Map 58-27-5

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
July 12, 1977
La Grande, OR. 97850

FILE:

FROM: W. E. Schwartz G. L. Epley
Region Engineer

SUBJECT:

RECEIVED
JUL 12 1977
Right of Way Office - LaGrande
Referred To:

TO:
Verne A. Allen
Region Right of Way Supervisor

La Grande

Herewith a description of the parcel of land that we are interested in acquiring in the southwest quadrant of the John Day Highway and the John Day - Burns Highway in the City of John Day. Also enclosed is a print of the assessor's plat, a sketch map ( 1 inch = 20 feet ), a copy of Ralph Carter's letter to J.B. Boyd and copies of 5 deeds covering this property. You may be one deed shy to cover the property in question but Conveyance and Transfer Deed, book 116, page 206 may be all that will be necessary to cover all the property.

In File 49862

Epley 71-463-3177

8720

9

Robert W. Straub
XXXXXXXXXX

February 26, 1975

The Honorable Charles Steele
Mayor of the City of John Day
City Hall
John Day, Oregon 97845

Dear Mayor Steele:

We have concluded the investigation you requested to determine if traffic signals should be installed at the intersection of the John Day Highway (Main Street) and the John Day-Burns Highway (Canyon Boulevard) in John Day.

We find that this intersection does not meet the prescribed warrants as set forth in the Manual on Uniform Traffic Control Devices. These are nationally accepted warrants and have been adopted by the Oregon Transportation Commission. The warrants take into consideration traffic volumes, pedestrian volumes, and the past accident experience.

We conducted manual traffic counts at this intersection on January 21 and 22, 1975. The count revealed that only 7471 entered the intersection in a 24-hour period. The count showed that approximately one-half of the vehicles on the west approach (highest volume approach) are turning right. These vehicles would be helped only marginally by a traffic signal; in fact, a signal at this intersection would likely increase the total delay.

There were four reported accidents during the three-year, ten-month period from January 1, 1971 to October 30, 1974. None of these accidents were of the type that would have been prevented by signalization.

As I am sure you're aware, the demands for the installation of traffic signals go far beyond available funds. We have quite a backlog of intersections which meet the prescribed warrants totaling approximately $1.5 million. We therefore cannot recommend the installation of a signal at this intersection where the warrants are not met.

I realize our recent traffic count was taken at a time when traffic volumes were very low, because of this we will have a new count made in August of this year and will reinvestigate the matter at that time. We will advise you of our findings.

tracer in
Tra 7-3

During this investigation we noted a need for the installation of some STOP signs and STOP flaps at the intersection. These will be installed in the near future.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George - Please conduct restudy.
W. E. Schwartz - w/att. Please have STOP signs and flaps installed.

RDT:cr: ab

8721 S. Ashland Intchg-Calif. St. 197
Line Sec. of Pac. Hwy.
(Paving)

8721 2.

U.S. Department
of Transportation
**Federal Highway
Administration**

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-F-5-1(91)00
South Ashland-California Line
Claim Settlement

Date: June 16, 1981

Reply to Attn. of: HFO.3-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

For the reasons given in Mr. Keasey's June 12, 1981 letter, participation in the additional compensation for line drilling and general excavation on the subject project is approved.

It is understood that Price Agreement No. 30 settles all Contractor claims on this project except those related to guardrail items (Bid Items 63-74).

G.K. Hassner
for Dale E. Wilken

cc:
OSHD (C T Keasey, Const)

RECEIVED
STATE HWY ENGR
JUN 22'81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8721

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project I-F-5-1(91)00
South Ashland Intchg.-California State Line
Potential Claim

Date: May 18, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Keasey's May 1, 1981 letter requesting formal concurrence and participation in a potential claim on the subject project has been reviewed. Participation in settlement of such a potential claim depends on conditions and circumstances which are yet to be determined. However, participation in the cost of legal counsel necessary to properly defend such a claim is approved.

Dale E. Wilken

cc:
OSHD (C T Keasey, Const)

RECEIVED
STATE HWY ENGR
MAY 22 '81
REFER TO Keasey
FOR
Info | Inves | R/C | C/S | Sign | Act | File

orig to

#8721 3-3-80 2

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>4 | COUNTY<br>Jackson | DIVISION<br>Oregon |
| DATE OF REPORT<br>3-3-80 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>I-5-1(92)00 |
| COMPLETION DATE<br>8-3-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>8-27-79 | TIME ELAPSED<br>77 % | CONTRACT TIME<br>100 days |
| APPROVED EXTENSIONS | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. Ashland Interchange - California State Line
Pacific Highway
Paving

Project Description:

The project provided for overlay the existing facility.

A small quantity of "C" mix (294 ton) was used for patching. Part of this material did not meet the specifications but was deemed suitable for use. In their normal fashion, the State computed a total penalty of $73.60. It was felt it would cost more to process a price reduction change than $73.60. Therefore, no penalty was assessed. I concur with this decision.

RECEIVED
STATE HWY ENGR
MAR 10 '80
REFER TO Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

3/10 cg

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>Original Signed by<br>T. P. LOWE<br>T. P. Lowe | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>3-6-80 | TITLE<br>Field Operations Engineer | DATE<br>3-6-80 |

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

#8721

August 28, 1979

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

Contract No. 8721 awarded to J. C. Compton Co. for paving on the S. Ashland Interchange-California State Line Section of the Pacific Highway in Jackson County was completed on August 3, 1978, and accepted by the State Highway Engineer on August 27, 1979.

The total contract amount is $750,368.59 including $6,362.35 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

1-5

FORM 81-734-3030

FILE:

## OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Medford, Oregon
Dec. 11, 1978

Wm Maude

FROM: Wm. Maude
Resident Eng.

TO: Duane O. Christensen
Final Design Eng.

SUBJECT: Additional Traffic Control
S. Ashland Int. - Cal. Line
Contract No. 8721

On the first day of paving of the downhill NB lanes the early flagman was stationed about Sta. 600 with a full sign spread for flagman and the second flagman was at the brake check area with "FLAGMAN AHEAD" and "BE PREPARED TO STOP" ahead of him. This operation did not work too well as the flagmen were not in sight of each other. The first flagman, with his signs was moved to the start of the brake check area. The first flagman slowed and waved the trucks into the brake check area and the second man stopped them and did the warning. This operation continued as long as we were paving the NB downhill lanes.

The additional signs used were "CONSTRUCTION AHEAD" and "TRUCKS USE LOWER GEARS" ground mounted at Colestien structure and "TRUCKS USE LOWER GEARS" in the sign spread for the lane closures. The truck signs were borrowed from the earlier contractor who had worked in this area.

REFERRED TO
2 Beard WGB Staudenmeyer
Cole Sample
Eriksen 1 Watson
Dorn Lau
Hager
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Verstaeg
1 Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
DEC 19 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

1-5

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
December 7, 1978

Duane O. Christensen
Final Design Engineer

S. Ashland Interchange-
California State Line
[redacted]

William Maude,
Resident Engineer

We have reviewed your "As Constructed Narrative".

We would like to know the legend and placement of signs used to stop truck traffic in the northbound lane, at the Siskiyou Summit to warn the truckers of construction ahead. Also, the extra signing used in warning them of the steep grades.

LKW:ab
cc: C. T. Keasey
Alfred Shirley, Jr.
W. G. Beard

RECEIVED
DEC 8 - 1978
ENGINEERING
SECTION

____ Versteeg ____
____ Christensen ____
____ George ____
____ Olson ____
____ Terpin ____
____ Sullivan ____
____ Scott ____
____ Andersen ____
____ Trout ____
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S.Ashland Interchange-California L
Contract 8721 Prefix 615-1002
Pacific Highway Jackson County
FA.NO. I-5-1(92)00

## ENGINEERS NARRATIVE

**************************************************************

On May 4, 1978 contract number 8721 was awarded to J.C.Compton to overlay the South Ashland Interchange to the California State Line Section of the Pacific Highway. There was an existing contract in the same work area and upon the award the other contractor, S.D.Spencer and Son, voiced objections to the proposed work. The major conflicts being the quarry and the unfinished guard rail. A series of meetings resolved the problems by Spencer relinquishing rights to the private quarry and Compton's crushing subcontractor was able to use that source. Spencer was able to finish work which would have conflicted other than the guard rail and would not be on the project during the times that Compton was working.

On June 26, 1978, L.V.Anderson, the crushing subcontractor started stripping and drilling in the Mt.Fir quarry which is adjacent to the state quarry set up originally for the project. The contractors change of quarries was made due to the large amount of unsuitable material to be moved in the state quarry prior to any drilling or shooting. All permits from the various agencies were obtained before stripping and drilling were started. The shot material was hauled to a crusher site in the summit quarry where it was crushed and stockpiled.

Foress, another subcontractor installed the warning signs as per plans. The oversize advance warning signs were still in place from Spencers project and were used for this project as well.

The contractor began setting up the asphalt plant in the summit quarry on July 14, 1978. The overlay paving commenced on July 17 in the northbound lanes between the Siskiyou Station and the Neil Creek structure. Work was also being done in the southbound lanes removing shoulder asphalt where the heaviest rutting had occured due to the failure of the base lift on the previous contract. "C" mix asphalt was bladed in and rolled in areas that had extensive chain damage in the "E" mix. Paving continued at a rate of about 3,500 tons per day until completion of work on July 31, 1978. Two days were spent patching rock pockets and removing and replacing asphalt in the northbound lane where a truck wreck resulted in a spill of diesel fuel. The contractor removed his equipment from the project on August 3, 1978.

REFERRED TO
___ Beard ___ Stoudenmeyer ___
___ Cole ___ Sample ___
___ Eriksen ___ Watson ___
___ Hager ___ Dorn ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

Prepare letter of
acknowledgement
Don

___ Versteeg ___
I Christensen DDU
___ George ___
___ Olson ___
___ Terpin ___
jk copy Sullivan ___
___ Scott ___
___ Anderson ___

RECEIVED
DEC 1 - 1978
ENGINEERING SECTION

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

During the course of the project two men were positioned in the northbound summit cut while paving in the northbound lanes. These men stopped and warned truck drivers of lane closure in the downhill lane. As per plans, a truck mounted arrow was also used for traffic control. The contractor also used two way radios to keep track of trucks with hot brakes, etc. in this area. One minor accident occured in the northbound lane while the crew was hand patching when a semi-truck with locked up brakes struck an unoccupied roller. A full set of lane closure signs, cones, sequential arrow and a flagman in the proper position proceeded the work area.

The project went smoothly. A good ride was obtained throughout. The texture was not as uniform as the previous "E"mix and some rock pockets resulted by either poor dumping methods ahead of the pickup machine or some problem with the second paver which was not apparent from inspections of the screed, strike off adjustments, etc.

There were three price agreement written on this project. One of which deleted a seal coat over areas not covered by the overlay and a culvert in the quarry which was not needed. State Force orders were written for permanent striping and to remove the temporary striping. Extra work orders were written for placing temporary centerline tape, removing rutted areas and to repair damage caused by the diesel spill. Another state force order was written after the project was completed to remove temporary centerline tape which was not on the centerline.

STATEMENT OF OVERRUNS & UNDERRUNS

S. ASHLAND INTERCHANGE-CALIFORNIA LINE
PACIFIC HIGHWAY JACKSON COUNTY
CONTRACT 8721 PREFIX 615-1002

************************************************************

| ITEM | CONTRACT | FINAL | PERCENT +OR- |
|---|---|---|---|
| Contract Bid Items | $769,850.95 | $743,871.44 | -3.4% |
| Anticipated Items | 8,000.00 | 8,134.80* | +1.7% |
| Contingincies | 35,190.68 | | |
| Extra Work Orders | | 6,362.35 | |
| State Force Orders (Unant.) | | 300.00* | |
| Engineering | 70,381.35 | 30,000.00* | -57.3% |
| TOTAL CONTRACT COSTS | $883,422.98 | $788,668.59* | -10.7% |

************************************************************

*Final cost is estimated only due to incomplete billings from State Force Orders.

## STATEMENT OF OVERRUNS & UNDERRUNS

| ITEM NO. | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | PERCENT +OR- |
|---|---|---|---|---|---|
| 1. | Furnish Field Laboratory | Lump Sum | 100% | 100% | 0.0% |
| 2. | Mobilization | Lump Sum | 100% | 100% | 0.0% |
| 3. | Temporary Protection and Direction of Traffic | Lump Sum | 100% | 100% | 0.0% |
| 4 | Temporary Signs | Sq. Foot | 604 | 987.0 | +63.4% |
| | Extra signs were used at the Siskiyou Summit to aid the flagmen who were stopping all truck traffic to warn them of the approaching construction. Also, extra signs were used on the northbound lanes downhill warning truckers of the steep grades. An extra set of construction signs were also used by the contractor due to his work methods. | | | | |
| 5. | Sequential Arrow Sign | Each | 1 | 1 | 0.0% |
| 6. | Flagmen | Hour | 2,000 | 301 | -85.0% |
| | Due to the fast pace of the paving operation, the number of working days used in paving the project were less than anticipated. The flagmen that were used were adequate to protect the contractor and the public. | | | | |
| 7. | Class B Asphalt Mixture | Ton | 33,000 | 35,316.36 | +7.0% |
| 8. | Liquid Asphalt in Mixture | Ton | 2,150 | 1,883.530 | -12.4% |
| | Bid quantities were based on a higher percentage of asphalt than was called for in the mix design. The percentage for the total project was very close to the mix design specification. | | | | |
| 9. | Class C Asphalt Mixture | Ton | 900 | 294.29 | -67.3% |
| | Less patching was done than originally anticipated in the bid quantity. | | | | |
| 10. | Asphalt in Tack Coat | Ton | 65 | 37.130 | -42.9% |
| | The bid quantity was not needed. | | | | |
| 11. | Aggregate in Seal Coat | Ton | 195 | 0 | -100.0% |
| | Deleted by price agreement at the request of the FHWA | | | | |
| 12. | Asphalt in Seal Coat | Ton | 117 | 0 | -100.0% |
| | Deleted by price agreement at the request of the FHWA | | | | |
| 13. | 24-Inch Culvert Pipe | Lin. Foot | 40 | 0 | -100.0% |
| | Deleted by price agreement. Pipe not needed. | | | | |

## STATEMENT OF OVERRUNS & UNDERRUNS

| PRICE AGREEMENT NO. | ITEM | UNIT | FINAL QUANTITY |
|---|---|---|---|
| 1. | On The Job Trainee | Hour | 168.5 |
| 2. | Delete the Seal Coat and Culvert Pipe | DOCUMENTARY ONLY | |
| 3. | Modify Bid Quantities, B.I. 7,8 & 9 | DOCUMENTARY ONLY | |

* * *

| EXTRA WORK ORDER NO. | ITEM | UNIT | FINAL QUANTITY |
|---|---|---|---|
| 1. | Furnish & Place Temporary Striping Tape | $ | 1,205.95 |
| 2. | Remove Rutted Areas of Existing Pavement | $ | 2, 169.51 |
| 3. | Repair Damaged Asphalt | $ | 2,986.89 |

* * *

| STATE FORCE ORDER NO. | ITEM | UNIT | FINAL QUANTITY |
|---|---|---|---|
| 1. | Permanent Pavement Striping | $ | 8,000.00* |
| 2. | Remove Temporary Traffic Marking | $ | 300.00* |

*Estimate Only, no billings received by this office.

#8721 11-78

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Access No.: 1-800-452-7813
Extension No. 5034

~~U.S. National Bank~~
~~McMinnville Branch~~
~~P.O. Box 600~~
~~McMinnville, OR 97128~~

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company
Contract 8464

This project has been finalled. The $20,000.00 deposit in lieu of retainage may be released or transferred to other projects.

Contract 8721:

Retainage requirements on this project have been reduced to $10,000.00. There presently is $40,000.00 deposited for this project. $30,000.00 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

by ________________________________
James J. Kinns
Contract Accounting Supervisor

NOTED
C. W. HEAD

JJK:cw

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8721

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.Ashland Int-California Line

WEEK ENDING: November 18, 1978

SECTION PREFIX: 615-1002

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: S.Ashland Int-California Line

KIND OF WORK: Paving

CONTRACTOR: J.C.Compton Company

CONTRACT NUMBER: 8721

FEDERAL AID PROJECT NUMBER: I-5-1(92)00

DATE OF CONTRACT: May 5, 1978

DATE WORK STARTED: May 26, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 77

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 77

PROJECT AUTHORIZATION: $887,587.03

EXCLUSIVE OF ENGINEERING: $817,205.68

ENGINEERING AUTHORIZATION: $70,381.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $817,205.68

ENGINEERING COST TO DATE: $27,910.47

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0%

PERCENT OF AUTHORIZATION: 40%

DATE PROJECT WAS COMPLETED: August 3, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD |  |
|---|---|---|---|---|---|---|
|  |  |  |  | 100 |  |  |

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT |  |  |  |  | 11.45 |
| MILES PARTIALLY COMPLETED |  |  |  |  |  |
| MILES COMPLETED |  |  |  |  | 11.45 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) |  |  |  |  | 34,000 |
| TOTAL QUANTITIES CORRECTED TO DATE |  |  |  |  | 35,600 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE |  |  |  |  | 35,600 |
| AVERAGE DAILY QUANTITIES |  |  |  |  |  |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME |  |  |  |  |  |
| NUMBER OF SHIFTS PER DAY |  |  |  |  |  |
| HOURS PER SHIFT |  |  |  |  |  |

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. |  |  |  |  |  |  |  |  |
| PERCENT |  |  |  |  |  |  |  |  |

|  | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY |  | NA |  |  |
| MONDAY |  |  |  |  |
| TUESDAY |  |  |  |  |
| WEDNESDAY |  |  |  |  |
| THURSDAY |  |  |  |  |
| FRIDAY |  |  |  |  |
| SATURDAY |  |  |  |  |

RECEIVED
NOV 20 1978
CONSTRUCTION BRANCH

Kessey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

The project was completed on August 3, 1978 and work has begun on preparation of the semi-final estimate.

SIGNED Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

Salem, Oregon
October 20, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

E. S. Hunter
Technical Services Engineer

Status Report
Preliminary and Construction
Engineering Costs
Mill St.-Church St.
(Silverton) Section
Contract No. 8744

Preliminary and construction engineering to date on this $155,444 project is $45,495. The PE and construction engineering are 29% of the project authorization. I would guess another $2,000 to $4,000 of engineering money will be spent to complete paving of the project.

Of the above amount the preliminary engineering total was $20,500 or 13% of the authorization. Construction engineering to date is $25,000 which is 16% of the project authorization. The total PE and construction engineering will cost an estimated 32% of the project authorization.

JHV:jh

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| HILL ST-CHURCH ST (SILVERTON) | * | 124 | 1401 | 901 | 00 | Field | 12,878 |
| | * | 124 | 1401 | 905 | 00 | Final Des | 4,15 |
| | * | 124 | 1401 | 909 | 00 | R/W Desc | 37 |
| | * | 124 | 1401 | 910 | 00 | Soils | 72 |
| | * | 124 | 1401 | 911 | 00 | Signing (Traffic Dept) | 16 |
| | * | 124 | 1401 | 914 | 00 | Utilities | 85 |
| | * | 124 | 1401 | 918 | 00 | Recon & Hydrology | 3 |
| | * | 124 | 1401 | 921 | 00 | Spec's | 90 |
| | * | 124 | 1401 | 923 | 00 | Environment | |
| | * | 124 | 1401 | 924 | 00 | D.O.T. | |
| | * | 124 | 1401 | 950 | 00 | Training | 74 |

Const Engr. Spent to 10-14-78 $25,000

Project 70% complete on 10-14-78

Total P.E. Spent $20,49

|  |  |  |  |
|---|---|---|---|
| Field | 12,878.28 | 12,400.00 | 478.28 |
| Final Des | 4,156.15 | 2,000.00 | 2,156.15 |
| R/W Desc | 37.34 |  | 37.34 |
| Soils | 720.80 | 1,000.00 |  |
| Signing (Traffic Dept) | 168.40 | 200.00 |  |
| Utilities | 850.43 | 200.00 | 650.43 |
| Recon & Hydrology | 30.14 |  | 30.14 |
| Specs | 900.69 | 600.00 | 300.69 |
| Environment |  | 400.00 |  |
| D.O.T. | 9.94 |  | 9.94 |
| Training | 743.38 | 700.00 | 43.38 |
| Total P.E. $ Spent | 20,495.55 | 17,500.00 | 2,995.55 |

8721

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

Transportation Building, Salem, Oregon 97310

**DATE:** September 12, 1978

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Construction Engineer

NOTED
H.S.COU

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. I-5-1(92)00

RECEIVED
STATE HWY ENGR
OCT 19 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Contract 8721, Work Completed 8/3/78
Project S. Ashland Intch.-Calif. State Line
Highway Pacific
County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-3-78

G. K. Haesner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
OCT 18 1978
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlees
Widmer
Gebauer
Church

8721

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-F-5-1(91)00

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70010

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | | |
|---|---|---|---|
| DATE PS & E APPROVED<br>11-23-76 | DATE AUTHORIZATION EFFECTIVE<br>8-11-78 | FEDERAL ROUTE NUMBER | Interstate 5 |
| | | STATE ROUTE NUMBER | Primary 1 |

GENERAL LOCATION:

South Ashland Interchange-California State Line

GENERAL DESCRIPTION OF WORK:

Construct two foot bottom ditch-Station 233+00 to Station 237+40 left.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~ ~~[illegible]~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 8-11-78, as requested in Mr. Keasey's letter of 8-15-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 12 is approved for TEC NTE $700 Federal Funds $646.

NOTED
F. B. KLABO

Swan
8-25

| | | |
|---|---|---|
| DATE<br>8-22-76 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8721

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-F-5-1(91)00

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70010

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 11-23-76 | 8-11-78 | Interstate 5 | Primary 1 |

GENERAL LOCATION:

South Ashland Interchange-California State Line

GENERAL DESCRIPTION OF WORK:

Construct one only type G - 2M inlet at Station "X" 293+00

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~[illegible]~~ ~~[illegible]~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 8-11-78, as requested in Mr. Keasey's letter of 8-15-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 13 is approved for TEC NTE $465 Federal Funds $429.

NOTED
F. B. KLABOE

[illegible] 8-28

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 8-22-78 | | for Division Administrator |

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8721

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 7, 1978

FROM: C. T. Keasey
Construction Engineer

CT Keasey

SUBJECT: Truck Escape Ramp Illumination
So. Ashland-Calif. St. Line Section
Pacific Highway - I-5

TO: E. S. Hunter, Manager
Office of Technical Services

In response to Bud George's letter of August 2, 1978, concerning the installation of some sort of illumination for the truck escape ramp constructed on the subject section, I must inform you that S. D. Spencer & Son, prime contractor on Contract No. 8472, is very near to completion of all work under the contract and is expected to be completely finished by August 31. Contract No. 8721, which was for the overlay of the badly eroded "E" mix surfacing, was completed August 3, 1978, and the prime contractor, J. C. Compton Company, has moved out.

Neither of these projects had any similar type work involved, and any such additional work would have to be done under a negotiated specialty subcontract which would naturally have any prime contractor markup added to the cost. To add this work to Contract 8472 at this late date would be very expensive, and would delay completion, along with the probability of having to pay interest on the prime contractor's retainage.

Assuming that the work is necessary, it appears at this time that Spencer would be completely finished before we could get plans, specifications, estimates of cost and negotiations for the specialty subcontract completed. I therefore strongly recommend letting a separate contract for the installation.

In discussing this with Buz Swan, I am informed that a program modification with FHWA would be the easiest way to go, and also that a "Project Request Form" would be required to add the separate contract to the Six-Year Program with Commission approval.

CTK:fr

cc: H. S. Coulter
L. E. George
Alfred Shirley, Jr.

RECEIVED
STATE HWY ENGR
AUG 8 '78
REFER TO
FOR
Info Inv R/C D/R Sign Act File

**STATE OF OREGON**

**INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

**TO:** Alfred Shirley, Jr.
Region 3 Engineer

**DATE:** August 2, 1978

**FROM:** L. E. George
Traffic Engineer Supervisor

**SUBJECT:** Truck Escape Ramp
South Ashland Interchange-California State Line
Pacific Highway (Interstate 5)
Jackson County
Contract No. 8472
State Force Order No. 12

I very strongly believe in illumination of the truck escape ramp, as discussed in the attached letter, dated July 18, 1978.

I recommend that illumination be designed and installed as part of the present contract. If the Structure Design Section does not have personnel to prepare the illumination design plans immediately, the Traffic Engineering Unit will design and prepare the plans, specifications and estimate for the project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

VLT:ds
Attachment

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
C. T. Keasey
W. J. Hart

RECEIVED
STATE HWY ENGR

AUG - 3 '78

REFER TO

FOR

| Info | Inves | R/D | D-R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

ODOT - Traffic 378-6537

July 18, 1978

J. H. Versteeg
Head of Engineering

L. E. George
Traffic Engineer Supervisor

Truck Escape Ramp Illumination
South Ashland Interchange-California State Line
Pacific Highway (Interstate 5)
Jackson County
Contract 8472

This office has reviewed the plan of illumination, as proposed by the Structures Section and the Resident Engineer.

It is the opinion of this office that the illumination should not be installed as shown on Drawing No. 33771. The illumination should not be concentrated at the truck escape ramp entrance and it should not be turned on by the passage of a runaway vehicle over loop detectors.

There most certainly would be a need for illumination to provide the operator of a runaway vehicle the necessary information they need to safely enter and negotiate the ramp under emergency and panic conditions. The illumination should be provided continuously through the hours of darkness to give the operator as much visual information as possible and as far in advance as possible. The last minute actuation of the lights not only deprives the operator of the ability to review the information in advance but creates an element of surprise. The illumination should be continuous throughout the length of the ramp at a lower level.

The six units shown should be spaced at approximately 200 feet apart beginning at the gravel piles. They should be 150 watt, high-pressure sodium units, medium semi-cutoff, Type III, mounted at 30 feet. The installation should be operated by either photoelectric cell or time clock set to provide continuous operation throughout the hours of darkness.

The need for a "RAMP OCCUPIED" sign is seriously questioned. It is believed that an element of liability would be created, not only in the turn on-turn off operation but also in the creation of possible confusion and undecisiveness on the part of the operator of the vehicle. It is the recommendation of this office that the sign not be installed. In any event, most certainly not at the location shown on the plans, because of lack of visibility.

L. E. George
Traffic Engineer Supervisor

LEG:ds

bc: Jack Sollis R. L. Schroeder
W. J. Hart Alfred Shirley, Jr.
C. T. Keasey William Maude

9721

4

cc: State (R. S. Coulter)

X

10 1 Jackson Oregon

W. Maude, Resident Engineer ODOT

7-18-78 Vincent Tabor, Asst. Area Engineer I-5-1(92)00

--- Satisfactory 59 15

REFER TO
cy Keasey

## S. ASHLAND-CALIFORNIA STATE LINE
## OVERLAY PROJECT

### Work Done

In general, the majority of work completed to date consists of the rock crushing operation at the Siskiyou Summit by the subcontractor L. V. Anderson.

Overlay work began 7-17-78 on the right lane northbound, and approximately 3500 tons of this 1½"-"B" mix material has been placed. Blaw Knox pavers are being used (F-180 & 220) for this operation.

### Work-in-Progress

J. C. Compton's personnel were paving the NB shoulder in the area of the truck escape ramp, and spraying tack coat in the left SB lane approximately ½ mile from the South Ashland Interchange in preparation for pulling that panel. The asphaltic concrete is transported to the site by belly dump, and material laid in a windrow ahead of the paver.

### Findings

1. The R.E. has instructed the contractor to wedge the pavement section in the shoulder area toward the outside edge. This will result in a savings of material, better drainage, and a smoother tie-in along the guardrail and ramp.

2. An Ingram vibratory and a Huyster finishing roller are being used to attain compaction. It should be noted that there is no density specification and consolidation is accomplished by four passes of the vibratory and the elimination of rolling marks by the finisher. The R.E. is having his inspectors periodically check the compaction gained with a nuclear gauge.

3. Plans called for paving the Truck Escape ramp approach, however, the resident does not feel this is necessary. Wedging the shoulder paving (see #1) should provide an adequate transition from mainline

to ramp.

4. Plans also specify sealing those pavement sections not overlayed. Mr. Maude informed me that those sections have essentially tightened under traffic and warm weather. The Salem materials section will be consulted on this matter.

5. There was a minor problem with laydown temperature the first day, however, this has been resolved with present batching temperatures kept at the 300°F range. The Resident feels that the contractor had difficulty with the dryer drum flame.

6. A brief inspection of AC test records shows that gradation and asphalt contents are generally within specifications. Specs are 5.0 ± 0.5 percent asphalt for mainline and 5.5 ± 0.5 percent for shoulders. Tests show 5.3 and 5.7 percent (average) respectively.

Recommendations

1. I agree with this wedging procedure.

2. This double check is a good way of checking the specification (besides visual inspection). The idea is acceptable, and is being accomplished as time permits. Results show a 92+ percent relative maximum density to date.

3. I agree with the Resident Engineer.

4. This finding will be discussed further in forthcoming inspections. The materials section has to make the final decision, and we will evaluate their recommendation.

5. Temperature printouts at the AC batch plant show production at approximately 300°F therefore it would appear that the loss either occurred in the storage bin or during transit and waiting. A closer watch is now being kept on the AC to assure compliance.

6. This finding can be designated a Materials Control inspection--our June 1978 "Activity of the Month." All testing observed (and results) were adequate for control of Asphaltic Concrete.

## Conclusions

Time charges versus work completed will come into balance now that paving is underway.

The Resident Engineer is to be commended for his foresight in contract operations, and the methods used to minimize costs when feasible.

Signing and delineation was superb for the operation, and ODOT personnel have experienced a good working relationship with the contractor.

All work observed was adequately staffed for inspection.

8721

STATE COPY

8

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-188 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-16-78 | ate Oregon<br>County Jackson<br>Project No. I-5-1(92)000 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, S. Ashland Interchange, S. to California State Line

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-5-78 | 11.456 |
| OTHER *(Specify)* | | |

| | FUNDS 92.22% |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 887,587.00 | FEDERAL FUNDS<br>$ 818,532.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*
By H S Coulter
~~For:~~ H. S. Coulter
Oregon State Highway Engineer
*(Title)*

By ______
*(Title)*

By ______
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 16 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon - May 30, 1978

Federal Aid Project
No. I-5-1(92)000

S. ASHLAND INTCHG.-CALIFORNIA ST. LINE
PACIFIC HIGHWAY
JACKSON COUNTY

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 204+78.70 to Sta. 814+35.51)

| | | | |
|---|---|---|---|
| Furnishing Field Laboratory | All Required | | $ 1,500.00 |
| Mobilization | All Required | | 75,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 34,000.00 |
| Temporary Signs | 604 sq.ft. | 5.00 | 3,020.00 |
| Sequential Arrow Sign | 1 each | 2,500.00 | 2,500.00 |
| Flagmen | 2,000 hours | 1.00 | 2,000.00 |
| Class "B" Asphalt Concrete Mixture | 33,000 tons | 12.30 | 405,900.00 |
| Asphalt Cement in Mixture | 2,150 tons | 96.50 | 207,475.00 |
| Class "C" Asphalt Concrete Mixture in Leveling Course | 900 tons | 13.30 | 11,970.00 |
| Asphalt in Tack Coat | 65 tons | 150.00 | 9,750.00 |
| Aggregate in Seal Coat | 195 tons | 25.00 | 4,875.00 |
| Asphalt in Seal Coat | 117 tons | 125.00 | 14,625.00 |
| 24 Inch Culvert Pipe | 40 lin.ft. | 35.00 | 1,400.00 |
| | | | $ 774,015.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | $ 7,200.00 |
| On-The-Job Trainees (E.W.) | All Required | 800.00 |
| | | $ 8,000.00 |

| | |
|---|---|
| Subtotal | $ 782,015.00 |
| Engineering (13.5%) | 105,572.00 |
| Total | $ 887,587.00 |

Length of Project: 11.456 Miles

Cost of Roadway Per Mile: $77,477.91

| | |
|---|---|
| Federal Funds (92.22%) | $818,532.00 |
| State Funds | 69,055.00 |
| Total | $887,587.00 |

Group 1 - 100%
Contract No. 8721
Prefix 615-1002

8 1

9

ROBERT W. STRAUB
Governor

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 18, 1978

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8721 for paving on the S. Ashland Interchange-California State Line Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinna
Alfred Shirley
William Maude

TELEX 32-7413

**Hansen & Rowland Inc.** / WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / 627-1161

*"Since 1890"*

May 12, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, OR 97310

Re: Contract No. 8721 - J. C. Compton Company, Contractor

Gentlemen:

Enclosed are two duly executed copies of the contract and performance bond for the captioned contract - Paving S. Ashland Interchange - California State Line section of Pacific Highway in Jackson County.

Very truly yours,

Helen McMillan

Helen Mc Millan,
Surety Bond Department

hm/Encl.

c/c J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

NOTED
C. W. HEAD

RECEIVED
MAY 15 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Insurance with Emphasis!"

8721

bc Pacific [illegible]lder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle
& Portland

May 8, 1978

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Gentlemen:

The Oregon Transportation Commission on May 4 accepted your proposal for paving on the S. Ashland Interchange-California State Line Section of the Pacific Highway in Jackson County for the sum of $774,015 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer on May 5, 1978, awarded you the project, which has been assigned Contract No. 8721.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 19, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

Enclosures

bbc C. T. Keasey
Robert Church
Walt Hart
Aldred Shirley
William Maude

SAIF
Fran

8721

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

April 11, 1978

H Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
   FAP No. M-000C(4)
   Multnomah County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
   Arndt Road
   Clackamas and Marion Counties

   Structure and approaches.

   Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways
   Clackamas County

   Paving

   Because of a lack of demonstrated need, a bikeway is not being established at this time.

   Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
Oregon Coast Highway
Coos County

Painting.

Same as No. 1.

5. Old Coast Highway-Boat Basin Road
Lower Harbor County Road
Curry County

Grading and paving.

Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
The Dalles-California Highway
Deschutes County

Grading and paving.

Four-foot shoulders provided on this project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
Oakland-Shady Highway
Douglas County

Grading, paving, signals.

Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
John Day Highway
Gilliam County

Aggregate crushing.

Same as No. 1.

9. Dayville Rock Production
John Day Highway
Grant County

Aggregate crushing.

Same as No. 1.

10. Main St at Canyon Blvd (John Day)
John Day Highway
Grant County

Traffic signals.

Same as No. 1.

11. S Ashland Intchge-California State Line
Pacific Highway
Jackson County

Paving.

Same as No. 1.

Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
City Streets
Jackson County

Grading and paving.

Twenty-eight-foot curbed section.

Same as No. 6.

13. Wolf Creek Tavern State Wayside
Josephine County

Grading, paving and sewers.

Same as No. 1.

14. Armitage State Park
Lane County

Buildings.

Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
    Santiam Highway
    Linn County

    Grading and paving.

    The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
    Calapooia River Road
    Linn County

    Grading and structure.

    Four-foot shoulders provided on this section.

    Same as No. 6.

17. Crooked Creek
    I.O.N. Highway
    Malheur County

    Paving.

    Four-foot shoulders provided on this section.

    Same as No. 3.

18. Hot Springs Road-McDermitt
    I.O.N. Highway
    Malheur County

    Paving.

    Four-foot shoulders provided on this section.

    Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
    East Portland Freeway
    Multnomah County

    Grading and paving.

    Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8721 4-78

U.S. DEPARTMENT OF TRANSPORTATIO[illegible] FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FED[illegible] AID PROJECT NO.
I[illegible]-1(92)000

STATE PROJECT NO.
See Below

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80219

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED
4-5-78

DATE AUTHORIZATION EFFECTIVE
4-5-78

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

GENERAL LOCATION:
"South Ashland Interchange - California State Line"

GENERAL DESCRIPTION OF WORK:
Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : Permanent Pavement striping (SF) $7,200
On the Job Training (EW) $800

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $737,850, Federal funds $680,592.

A signed copy of the Title sheet is returned herewith.

Swan
w/enc
4-12

DATE
4-5-78

SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

24-inch

8721 1-5

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/30/78
Donald L Rout

4-22-78 Bid Letting ____________ All Clear Deadline

SECTION SOUTH ASHLAND INTCHG.-CALIFORNIA STATE LINE
Highway Pacific
County Jackson Region 3
Type of Work Overlay Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Statewide |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | Mat'l Source within R/W |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☐ | ☒ | ☐ | ☐ | ☒ | Material Source Cleared by County |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8721

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

3 · 29 · 78

FEDERAL AID PROJECT NO. 5-1(90)00

STATE PROJECT NO. See Below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. I-858

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-29-78

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

**GENERAL LOCATION:**

"South Ashland - California State Line"

**GENERAL DESCRIPTION OF WORK:**

Right of Way

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Swan's letter of March 22, 1978 you are authorized to proceed with the actual acquisition of the permanent drainage easement from file #50138 at TEC NTE $100, Federal funds $92.00.

NOTED
B. KLABOE

4-3

DATE 3-29-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 4-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8721

2

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
March 27, 1978
Medford

Wm H. Maude

FROM: Wm.H.Maude, Resident Engineer

SUBJECT: Overlay Limits
S.Ashland Int-California Line
615-1901-901

TO: E.S.Hunter, Director Engineering Services

As requested I reviewed the project with the intent of minimizing the quantities by shortening the project. The criteria used for this estimate included, measurement of rutting, total wear from field measurements and or cores cut in January of 1978 and wear since the first of this year. The wear of the "E" mix is not uniform. On the uphill areas, the wear varies with the grade being climbed and on the downhill areas, the curves show greater wear than do the tangents. Again, the later in the season the area was paved, the greater the wear. Attached is a log of the wearing surfaces.

Prior to logging the surface, I discussed this overlay with the District Engineer. He was definite in his opinion that the entire project should be overlaid as there is some wear throughout the job and he forsees maintainence being required within four to six years. He also noted that the chainup details were placed outside the limits of this project and it was possible to require vehicles to chain up, drive five miles on bare pavement, then two miles on snow and then another five miles on bare pavement before being able to remove the chains.

In light of the above information and with the 3/8" groove at southbound station 230, I recommend the overlay limits be southbound 204+76.70 to southbound station 690 and northbound station 264+50(Neil Creek Str.) to northbound station 690. The southbound brake check area should be overlaid although the northbound brake check area need not be overlaid. These limits cover all areas with heavy wear and or wheel spin damage. This proposal would with the elimination of the overlay on the northbound brake check area and paving tapers only on the ramp legs for the truck escape ramp, etc. reduce the tonnage on the project by more than twenty five percent.

If this recommendation is followed, additional "C" mix will be required. This mix will be needed for patching, for interchange ramp tapers, truck escape ramp tapers etc. This ten ramp total plus the beginning and ending of the main line paving should require an estimated 450 tons of "C"mix.

NOTED
E. S. HUNTER

WHM/sh

cc:A.Shirley Jr.

RECEIVED
TECHNICAL SERVICES
MAR 2 '78
REFER TO
Versteeg
FOR

| Info | Inves | R/D | D/R | Sign | Ret | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

resent
3-28-78

## LOG OF SURFACE CONDITIONS
## S.ASHLAND INT-CALIFORNIA LINE SECTION

### NORTHBOUND

STATION

204 minimum wear, surface has slight roughness

265 Very rough, worn through in small areas. Curves left wear occurs in all lanes. Wear lessens at sta.280, but rest area ramp very poor. Cores show 50% wear over most of area, right lane and left edge of right shoulder.

440 Roughness, right lanes. Greater on curves and at shldr. points.

515 Roughness, near Siskiyou Station wear great.

565 Right lane and truck climbing lane worn. 50% E mix left in wheel spin areas. Brake check area is alright.

585 Small texture change right lane and truck climbing lane. Few wheel spin marks.

690 Minor roughness. Some wheel spins.

740 Paving done late in season some texture. Basically alright.

814 End of Project

### SOUTHBOUND

204 to 227 Rough surface right lane and in truck climbing lane. 3/8" groove left wheel track in right lane.

250 Groove less, roughness increases.

275 Roughness in both truck climbing lane and right lane. 1/4" maximum grooves.

385 Wear as above, gouges in abundance. Heavy wheel spin damage on curves.

430 Grooving up to one inch. Worn through E mix completely. Heavy wheel spin damage.

475 E mix worn through on right lane and truck climbing lane very rough.

530 As above, with large areas of left lane damaged as well as right lane and truck lane.

570 Wear overall, including brake check area wheel spin holes.

608 Roughness in right lane and shoulder on inside of curves. Some tears and skid tracks.

685 Some roughness, with intermittent grooves just left of southbound centerline up to 1/4" deep.

814 End of Project.

8721

8

1859

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 21, 1978

NOTED
E. S. HUNTE

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97310

Dear Mr. Green:

Re: S. Ashland-California State Line
Pacific Highway
Jackson County

As I am sure you are aware, the wearing course placed during the fall of 1977 as part of Contract 8472 has suffered extreme damage due to chains, studs and the freeze-thaw cycle.

We propose to construct a 1-1/2" Class B asphaltic concrete overlay on the 11.5 mile section in order to restore the surface and to help assure the design life of the pavement structure is maintained. We have scheduled this project for the April letting at an estimated cost of $1,040,000.

We request your approval and participation in FAI funding of this project.

Very truly yours,

A. D. Olson
Preliminary Design Engineer

DOC:mg
cc: E. S. Hunter
D. H. Moehring
Alfred Shirley, Jr.
C. T. Keasey
L. K. Watson
F. E. Terpin

RECEIVED
TECHNICAL SERVICES
MAR 22 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 81-734-3122

8721

Salem, Oregon
March 2, 1978

J. E. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

Attn: Rod Henry

50138 - Steward (Caughran-C.P.)
South Ashland-Wall Creek Section
Pacific Highway
Jackson County

Attached is a description, an authorization and R/W prints covering a drainage easement for the South Ashland - California line contract project, per your request of February 27, 1978.

Your correspondence from Region 3, regarding this matter, is also attached.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:ng

Attach.

8721

DATE: February 13, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Finance Approval

On the Consent Calendar for the February 22 meeting will be a request for approval of an Interstate project.

The South Ashland Interchange-California State Line project on I-5 has suffered extreme wearing-surface damage due to truck chain usage. We propose to construct an A.C. overlay to help assure that the design life of this section is maintained. The project needs to be contracted in April of this year. The estimated cost is $1,260,000, with federal participation of $1,160,000 and State matching funds of $100,000.

This project has been investigated and is eligible for funding under the Federal Aid Interstate Program. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

bc: Robert A. Burco
C. W. Head
E. S. Hunter
J. H. Versteeg
V. E. Skoog
George Bell
L. W. Rulien (for 6-Year Program)
H. S. Coulter
D. H. Moehring
F. E. Terpin
Alfred Shirley, Jr.

DES:ljt srb

8721

STATE OF OREGON

INTEROFFICE MEMO

8

DATE: November 8, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
South Ashland-Claifornia State Line
Pacific Highway I-5
Jackson County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
~~R. B. Boyer~~
Surfacing Design - Lab Bldg.
Region 3: Alfred Shirley
District 8: G. H. Thornton
Region 3 Geologist: Elliott Parker
B. L. Gifford

APPROVED
E. S. Hunter
Date 11-4-77

8725 Pac. Blvd.-Goldfish Farm Rd. 197[illegible]
(Albany) Sec. of Santiam Hwy.
(Grading, paving & signing)

725

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>2-109 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ate<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Linn |
| MODIFICATION NUMBER<br>1 | 2-9-81 | Project Number<br>TOF-10(2) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 16, 19 78, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 335,426.00 | $ 334,260.00 |
| Federal funds | $ 288,011.00 | $ 286,690.00 |
| Other revisions | | |

This modification is made for the following reasons: To release appn code 124 federal funds for use on final vouchers.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of February, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Hwy. Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E. Valach (Acct.)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 5, 1981

Federal Aid Project
No. TQF-10(2)

Pacific Blvd. - Price Road (Albany)
Santiam Highway
Linn County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 70+00 to Sta. 137+00)

| | | |
|---|---|---|
| Subtotal of previous estimate of May 23, 1978 | | $295,530.00 |
| | SUBTOTAL | $295,530.00 |
| | Engineering | 38,730.00 |
| | TOTAL | $334,260.00 |

Length of Roadway ------- 1.269 miles
Cost of Roadway per mile --------------------------- $263,404.26

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Bikeway Signing and Striping | All Required | $ 2,300.00 |
| Grout Bridge Deck Cracks | All Required | 8,000.00 |
| Concrete Island Adjustment | All Required | 1,500.00 |

| | |
|---|---|
| Federal Funds (85.77%) ----------------------------- | $286,690.00 |
| State Funds ----------------------------------------- | 47,570.00 |
| TOTAL | $334,260.00 |

Group 1-47%; Group 8-00%; Group 7-53%
Contract No. 8725
Prefix 22-1081

Note: Total the same as previous estimate of May 23, 1978 for the non-participation portion of this project.

2725 STATE COPY OMB No. 04-R2089 9

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-196 | [illegible].S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-16-78 | [illegible]te Oregon<br>County Linn<br>Project No. TQF-10(2) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pacific Blvd. - Price Road (Albany)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-5-78 | 1.269 |
| OTHER *(Specify)* | | |

FUNDS 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 335,426.00 | $ 288,011.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By H S Coulter
~~For:~~ H. S. Coulter
Oregon State Highway Engineer
*(Title)*

By ______________________
*(Title)*

By ______________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 16 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon, May 23, 1978

Federal Aid Project
No. TQF-10 (2)

Pacific Blvd.-Price Road (Albany)
Santiam Highway
Linn County

Project agreement estimate.

Type Code 6201
Roadway (Sta. 70+00 to Sta. 137+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required (40%) | | $ 3,600.00 |
| Temporary Protection and Direction of Traffic | All Required (60%) | | 6,900.00 |
| Temporary Signs | 160 Sq. Ft. | 5.00 | 800.00 |
| Flagmen | 900 Hour | 18.00 | 16,200.00 |
| Pilot Car | 55 Hour | 25.00 | 1,375.00 |
| Removal of Structures and Obstructions | All Required (75%) | | 3,750.00 |
| Class "B" Asphalt Concrete Mixture | 10,600 Ton | 9.80 | 103,880.00 |
| Class "B" Asphalt Concrete Mixture in Leveling | 2,600 Ton | 10.70 | 27,820.00 |
| Asphalt Cement in Mixture | 860 Ton | 85.00 | 73,100.00 |
| Asphalt in Tack Coat | 12 Ton | 150.00 | 1,800.00 |
| Asphalt-Rubber Chip Seal | 2,390 Sq. Yd. | 8.00 | 19,120.00 |
| Raise Deck Joints | 148 Lin. Ft. | 80.00 | 11,840.00 |
| Adjust Guard Rail | 40 Lin. Ft. | 2.00 | 80.00 |
| Sidewalk Ramps | 28 Each | 400.00 | 11,200.00 |
| Extra for Asphalt Approaches | 29 Each | 125.00 | 3,625.00 |
| Delineators | 10 Each | 15.00 | 150.00 |
| Adjusting Manholes | 11 Each | 150.00 | 1,650.00 |
| Monodirectional Crystal Type 1 Markers | 320 Each | 2.00 | 640.00 |
| Bi-directional Yellow Type 1 Markers | 320 Each | 2.50 | 800.00 |
| | | Total | $288,330.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required (82%) | | $ 4,600.00 |
| Temporary Pavement Striping (S.F.) | All Required (83%) | | 2,650.00 |
| | | | $ 7,200.00 |
| | | Subtotal | $295,530.00 |
| | | Engineering | 39,896.00 |
| | | Total | $335,426.00 |

Length of Roadway - - - - - - - - - - - - 1.269 Miles
Cost of Roadway Per Mile - - - - - - - - - - - - - - - - - - - - - - - - - $264,323.09

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Bikeway Signing and Striping | All Required | $ 2,300.00 |
| Grout Bridge Deck Cracks | All Required | 8,000.00 |
| Concrete Island Adjustment | All Required | 1,500.00 |

Federal Funds (85.77%) - - - - - - - - - - - - - - - - - - - - - - - - - $288,011.00
State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 47,415.00
Total $335,426.00

Group 1-47%; Group 8-00%; Group 7-53%

Contract No. 8725

Prefix 22-1081

Note: State project (pages 3 & 4 to be paid out of bond funds (Group 7).

Price Road-Gold Fish Farm Road (Albany)
(Nonparticipating-State Project)

| | | | | |
|---|---|---|---|---|
| Mobilization | All | Required (60%) | | $ 5,400.00 |
| Temporary Protection and Direction of Traffic | All | Required (40%) | | 4,600.00 |
| Temporary Signs | 100 | Sq. Ft. | 5.00 | 500.00 |
| Temporary Continuous Rail Traffic Barrier, Reflectorized | 400 | Each | 4.50 | 1,800.00 |
| Flagmen | 1,500 | Hour | 18.00 | 27,000.00 |
| Pilot Car | 25 | Hour | 25.00 | 625.00 |
| Clearing and Grubbing | All | Required | | 3,500.00 |
| Removal of Structures and Obstructions | All | Required (25%) | | 1,250.00 |
| Ditch Excavation | 150 | Cu. Yd. | 4.00 | 600.00 |
| General Excavation | 11,150 | Cu. Yd. | 1.75 | 19,512.50 |
| Trench Excavation | 810 | Cu. Yd. | 9.00 | 7,290.00 |
| Finishing Roadbed and Slopes | All | Required | | 2,500.00 |

| | | | | |
|---|---|---|---|---|
| Watering | 160 | M-Gal | 7.00 | 1,120.00 |
| Aggregate Shoulders | 750 | Ton | 5.57 | 4,177.50 |
| Class "B" Asphalt Concrete Mixture | 13,750 | Ton | 9.80 | 134,750.00 |
| Class "B" Asphalt Concrete Mixture in Leveling | 400 | Ton | 10.70 | 4,280.00 |
| Asphalt Cement in Mixture | 920 | Ton | 85.00 | 78,200.00 |
| Asphalt in Tack Coat | 6 | Ton | 150.00 | 900.00 |
| Concrete in Headwalls | 15 | Cu. Yd. | 200.00 | 3,000.00 |
| Reinforcement in Headwalls | 1,300 | Lb. | 0.40 | 520.00 |
| 54-inch concrete or 60-inch Steel Culvert Pipe | 330 | Lin. Ft. | 47.00 | 15,510.00 |
| 12-inch Culvert Pipe | 30 | Lin. Ft. | 12.00 | 360.00 |
| 18-inch Culvert Pipe | 730 | Lin. Ft. | 11.00 | 8,030.00 |
| Bedding Material | 230 | Cu. Yd. | 6.50 | 1,495.00 |
| Guard Rail, Type 2A | 325 | Lin. Ft. | 8.50 | 2,762.50 |
| Guard Rail Anchors, Type 1 | 2 | Each | 250.00 | 500.00 |
| Guard Rail Anchors, Type 2 | 2 | Each | 250.00 | 500.00 |
| Rail End Pieces, Type B | 2 | Each | 40.00 | 80.00 |
| Rail End Pieces, Type C | 2 | Each | 100.00 | 200.00 |
| Extra for Asphalt Approaches | 25 | Each | 125.00 | 3,125.00 |
| Delineators | 20 | Each | 15.00 | 300.00 |
| Adjusting Manholes | 2 | Each | 150.00 | 300.00 |
| Roadside Seeding and Mulching | 2 | Acre | 650.00 | 1,300.00 |
| Setting Mailbox Posts | 7 | Each | 40.00 | 280.00 |
| Monodirectional Crystal Type 1 Markers | 120 | Each | 2.00 | 240.00 |
| Bi-directional Yellow Type 1 Markers | 120 | Each | 2.50 | 300.00 |
| Removal of Existing Sign Installations | All | Required | | 100.00 |
| Wood Sign Posts | All | Required | | 600.00 |
| Type "C" and "D" Signs in Place | 88 | Sq. Ft. | 7.00 | 616.00 |
| Type "EE" and "M" Signs in Place | 11 | Sq. Ft. | 7.50 | 82.50 |
| Type "U" Signs in Place | 50 | Sq. Ft. | 8.00 | 400.00 |
| Move and Reinstall Existing Signs | All | Required | | 150.00 |
| | | | | $338,756.00 |

## Anticipated Items

| | | | |
|---|---|---|---|
| Furnish Mailbox Posts | All Required | | $ 150.00 |
| Permanent Pavement Striping (S.F.) | All Required (18%) | | 1,000.00 |
| Temporary Pavement Striping (S.F.) | All Required (17%) | | 550.00 |
| Northwest Natural Gas | All Required | | 1,000.00 |
| | | | $ 2,700.00 |
| | | Subtotal | $341,456.00 |
| | | Engineering | 46,096.00 |
| | | Total | $387,552.00 |

8725

16

ROAD DESIGN 378-6558

C. O. Fredrickson
Region II Engineer

June 17, 1980

W. H. Wakerlig
R/W Descriptions Engineer

Price Road-Gold Fish Farm Road Sec.
Santiam Highway
Linn County

We are forwarding herewith a revised reproducible map covering the subject survey for your verification, professional seal, signature and submittal to the county per ORS 209.250. This map has been revised to show the relation of the construction center line to the R/W center line on a 'no scale' insert.

We originally sent you this map in April '79.

By:
Arthur L. Dean
Sr. Engineer Draftsman

ALD:cj
Attachment

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN
SECTION

file

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8725

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-626

OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

# FINAL ACCEPTANCE REPORT

4-4-80

| | | | |
|---|---|---|---|
| REGION NO.<br>Ten | REPORT NO.<br>3 | COUNTY<br>Linn | DIVISION<br>Oregon |
| DATE OF REPORT<br>4-4-80 | REPORT MADE BY<br>Vincent J. Tabor, Assistant Area Engr | | PROJECT NO.<br>TQF-10(2) |
| COMPLETION DATE<br>10-27-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>4-25-79 | TIME ELAPSED<br>114 % | CONTRACT TIME<br>160 calendar work days |
| APPROVED EXTENSIONS<br>3-6-79 for 22 CWD | LOCATION<br>US 20, Junction with State Route 99E, East 1.88 miles (Albany) | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

The additional drainage work described in the final inspection report (12-15-78) as a condition for acceptance has been completed by State Forces.

Original overall project costs were estimated at $736,429 and final costs at $614,069 for an underrun of approximately 17%. Contract costs underran about 12%.

All final documentation has been received, and the project is considered satisfactory for final acceptance.

RECEIVED
STATE HWY ENGR
APR 7 '80
REFER TO Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

4/7 cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Vincent J. Tabor<br>Original signed by Vincent J. Tabor | | SIGNATURE<br>G. K. Hossner<br>Original Signed By G. K. HOSSNER Field Operations Engineer | |
| TITLE<br>Asst. Area Engineer | DATE<br>4-4-80 | TITLE<br>Field Operations Engineer | DATE<br>4-4-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8725

8

April 27, 1979

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8725 awarded to Wildish-Corvallis Construction Company for work on the Pacific Boulevard-Goldfish Farm Road (Albany) Section of the Santiam Highway in Linn County was completed on November 27, 1978, and accepted by the State Highway Engineer on April 25, 1979.

Final payment in the amount of $29,314.16 will be released to the contractor after May 2, 1979. The total contract amount is $552,611.20 including $1,678.27 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkm

cc Wildish-Corvallis Construction Co.
4885 N. E. Highway 20
Corvallis, OR 97330

C. T. Keasey
Walt Hart
V. E. Skoog
C. O. Fredrickson

16

Salem, Oregon
March 23, 1979

L.W.
Lyle K. Watson
Design Group Engineer

Keats Oliver
Resident Engineer

Pacific Blvd.-Gold Fish Farm
~~Santiam Highway~~
Linn County
Contract #8725

This is to acknowlege your construction narrative report on the subject section.

This was the first project that included the special detail for adjustment of manholes. We will be using this method on future projects, along with your recommendations.

Normally, night time paving is discouraged but may be one way of paving this type of project. Do you have any recommendations on future night time paving?

LKW:cj
cc: C. T. Keasey
C. O. Fredrickson

Versteeg
Anderson
Christensen
Olson
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ROAD DESIGN SECTION

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NOTED
D. O. Christensen

22-1061

NARRATIVE REPORT
Pacific Blvd.-Gold Fish Farm Road(Albany)
Section Santiam Highway
TQF-10(2) Contract 8725 Linn Co.

The Special Provisions called for night paving of the curb lanes from station 70 to 112. Actually all of the paving between these stations was done at knight. This worked very well with respect to traffic conflicts and saved a lot of problems with access to businesses. It does make inspection and control of the mat more difficult and should not be used except in highly concentrated business areas such as this.

The manhole adjustment detailed on sheet 2F works very well but I would recommend removing the work circular from step 2 to allow saw cutting of a square hole if desired.

The item extra for asphalt approaches was subject to a considerable overrun. During the location phase a thinner overlay was anticipated which was tapered out at the gutter line, so only street intersections were counted for paving in the curbed section. In the design phase the typical section was changed to place about 1½" to 2" of A C against the curb which made paving driveways necessary also, but no quantities were added for this.

Concrete and steel quantities in the headwalls for the triple pipe installation also overran considerably. These were constructed in conformance to the plans without change, so must have been under estimated in design.

Keats Oliver
Residetn Engineer
Jan 12, 1979

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen ✓ Watson
Hager Dorn Leu
Due
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Prepare letter of acknowledgement

RECEIVED
JAN 23 1979
ENGINEERING SECTION

Versteeg
I Christensen DDL ✓
George
Olson
Terpin
Sullivan Copy
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22-1081

# STATEMENT OF OVERRUNS AND UNDERRUNS

Pacific Blvd.-Gold Fish Farm Road(Albany)
Santiam Hwy Linn Co.
Contract 8725

22-1081 TQF-10(2)

| ITEM | ORIGINAL AMOUNT | SEMI-FINAL EST. | % + or - |
|---|---|---|---|
| Contract bid items | $ 627,086.00 | 552,161.86 | - 11.9 |
| Anticipated items | 21,750.00 | 1,857.81 | - 91.5 |
| Contingencies | 29,197.62 | - 1621.91 | |
| Engineering | 58,395.24 | 35,000 | - 40.1 |
| TOTALS | 736,428.86 | 587,397.76 | - 20.2 |

OVERRUNS & UNDERRUNS
CONTRACT 8725

Pacific Blvd.-Gold Fish Farm Road(Albany)

| tem # | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | + OR - |
|---|---|---|---|---|---|
| | mobilization | lump sum | 100 % | 100 % | - |
| | temp protect & direct traffic | lump sum | 100 % | 100 % | - |
| | temporary signs<br>Additional signs needed for traffic control. | sq ft | 260 | 490.3 | + 88.6 |
| | temp contin. rail traffic barrier | lin ft | 400 | 406 | + 1.5 |
| | flagmen<br>Used all that was needed. | hour | 2400 | 1132.5 | - 52.8 |
| | pilot car<br>None needed. | hour | 80 | 0 | - 100.0 |
| | clearing & grubbing | lump sum | 100 % | 100 % | - |
| | remove structures & obstructions | lump sum | 100 % | 100 % | - |
| | ditch excavation | cu yds | 150 | 143.25 | - 4.5 |
| ) | general excavation | cu yds | 11,150 | 11,650.4 | + 4.5 |
| 1 | trench excavation | cu yds | 810 | 775.43 | - 4.3 |
| 2 | finish roadbeds & slopes | lump sum | 100 % | 100 % | - |
| 3 | watering | M-gal | 160 | 46.1 | - 71.2 |
| 4 | aggregate shoulders<br>Additional rock used on temporary roadways and approaches during wet weather. | ton | 750 | 1201.92 | + 60.3 |
| 5. | class "B" A C mix | ton | 24,350 | 22,954.61 | - 5.7 |
| | class "B" A C mix in leveling<br>Used all that was needed. | ton | 3,000 | 1762.51 | - 41.2 |
| 7 | asphalt cement in mix | ton | 1780 | 1371.21 | - 23.0 |
| 3 | asphalt in tack coat | ton | 18 | 19.91 | + 10.6 |
| 9 | asphalt rubber chip seal | sq yd | 2390 | 2387.78 | - |
| ) | raise deck joints | lin ft | 148 | 148 | - |
| 1 | concrete in headwall<br>Built in conformance with plans - underestimated. | cu yd | 15 | 21.17 | + 46.1 |
| 2 | rebar in headwall<br>Same as item 21. | lb | 1300 | 2127 | + 63.6 |
| | 60" steel culvert pipe | lin ft | 330 | 330 | - |

| | | | | | |
|---|---|---|---|---|---|
| 4 | 12" culvert pipe | lin ft | 30 | 36 | + 20.0 |
| 5 | 18" culvert pipe | lin ft | 730 | 732 | + 0.3 |
| 6 | bedding material<br>Additional rock needed. | cu yd | 230 | 432.4 | + 88.0 |
| 7 | guard rail type 2A | lin ft | 325 | 322 | - 0.1 |
| 3 | guard rail anchors type 1 | each | 2 | 2 | - |
| 9 | guard rail anchors type 2 | each | 2 | 2 | - |
| 0 | rail end pieces type B | each | 2 | 2 | - |
| 1 | rail end pieces type C | each | 2 | 2 | - |
| 2 | adjust guard rail | lin ft | 40 | 36 | - 10.0 |
| 3 | sidewalk ramp | each | 28 | 27 | - 3.6 |
| 4 | extra for asphalt approaches<br>Underestimated in town section of project. | each | 54 | 103 | + 90.7 |
| 5 | delineators | each | 30 | 33 | + 10.0 |
| 6 | adjusting manholes | each | 13 | 12 | - 7.7 |
| 7 | roadside seeding & mulching<br>Used all that was needed. | acre | 2 | 1.32 | - 33.0 |
| 8 | set mail box posts | each | 7 | 5 | - 28.6 |
| 9 | mono-directional marker | each | 440 | 436 | - 0.9 |
| 0 | bi-directional marker | each | 440 | 407 | - 7.5 |
| 1 | remove existing signs | lump sum | 100 % | 100 % | - |
| 2 | wood sign posts | lump sum | 100 % | 100 % | - |
| 3 | type C & D signs | sq ft | 88 | 76 | - 13.6 |
| 4 | type EL & M signs | sq ft | 11 | 10.3 | - 6.4 |
| 5 | type U signs | sq ft | 50 | 49.5 | - 1.0 |
| 6 | move & reinstall exist. signs | lump sum | 100 % | 100 % | - |

* * * * * * * * * * * * * * * *

PRICE AGREEMENTS

documentary

* * * * * * * * * * * * * * * * * * * * * * * * * *

## FORCE ACCOUNTS

| | | | | |
|---|---|---|---|---|
| furnish mail box posts | $ | 150 | 0 | - 100.0 |
| No new mail box posts were needed. | | | | |
| construct type 2 fence | $ | 1,000 | 1,678.09 | + 67.8 |
| Temporary fence was needed to control cattle. | | | | |

* * * * * * * * * * * * * * * * * * * * * * * *

## STATE FORCE ORDERS

| | | | |
|---|---|---|---|
| permanent traffic lines | $ | 5600 | final billing not yet receive |
| move luminaire pole | $ | 1450 | final billing not yet receive |

8725

March 6, 1979

Wildish-Corvallis Construction Company
Post Office Box 987
Corvallis, OR 97330

Time Extension
Pacific Blvd.-Gold Fish Farm Rd.
Linn County
Contract No. 8725
FAP No. TQF-10(2)

Gentlemen:

Your request for an increase in the calendar workdays on the above project has been given careful review. A 22-calendar workday extension is hereby granted.

Reasons for granting this extension are delays resulting from utility adjustment and time lost waiting to place traffic markers after the project was substantially complete.

All liquidated damages will be eliminated as a result of this extension.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr HSC:cm

bc: FHWA
C. T. Kassey
Robert Church
C. O. Fredrickson
Keats Oliver
Richard Hacek

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: CON 5 #8725

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 2, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Pacific Blvd.-Gold Fish Farm Road (Albany)
Linn County
Contract No. 8725

Wildish-Corvallis Construction Company, contractor on the subject project, has requested an increase of 23 calendar workdays in which to complete the project. Reasons given for the request are utility delays and unfavorable weather conditions which prohibited work.

Pertinent contract time data are as follows:

| | |
|---|---|
| Calendar workday count began | 5-17-78 |
| Work began | 5-22-78 |
| Calendar workdays specified | 160 |
| Calendar workdays expired | 11- 5-78 |
| Project completed | 11-27-78 |
| Excess days used | 22 |

The contractor had completed all contract work except for placing about 30 percent of the pavement markers by November 17, 1978. Cold, damp weather prohibited placement of the remaining markers until November 27, 1978. The project was substantially complete and the public had full use of the project on November 17, 1978. The contractor should be granted the time from November 17 until November 27, or 10 calendar days.

Gas and water lines were located across the proposed location of a new 60-inch culvert. It couldn't be determined if they would conflict with the installation until work began. The utilities required adjustment, as they were found to be one to two feet above the proposed flow line. Work in this area, which was the major work being performed, was delayed until the required adjustments were completed. Six calendar days were lost and should be returned to the contractor.

The power company was required to relocate their poles at the east end of the project where the roadway was to be widened to four lanes. Relocation work began June 6, 1978 and was completed July 27, 1978. The contractor's grading operation was delayed for a two-week period, June 19 to 30, due to the relocation work. There was no contract work being performed during this time. It is recommended six of these days be granted as this, along with the above mentioned delays, are sufficient time to grant the contractor's request. These six days will be nonparticipating.

In total, it is recommended the contractor be granted a time extension of 22 calendar workdays, 10 days for pavement markers and 12 days for utility delays of which six days are nonparticipating. This eliminates all liquidated damages.

A rough draft letter to the contractor is attached. FHWA approval will not be required.

OBJ:DA:fr

Att.

cc: Robert Church
C. O. Fredrickson
Keats Oliver
FHWA

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STATE HWY ENGR
MAR -5'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 81-124-2320

### OREGON STATE HIGHWAY DIVISION

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Division**
**Salem, Oregon**

Date January 3, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 183 days, within which to complete our Contract No. 8725, without the assessment of liquidated damages. The said contract is described as follows:

Pacific Blvd.-Gold Fish Farm Road (Albany) Grade, Pave, Sign.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

| Days | | |
|---|---|---|
| 9 | 6/19 to 6/27 | Utilities moving power poles and lines. |
| 2 | 8/15 to 8/16 | Rain |
| 3 | 8/17 to 8/19 | Ground too wet to work. |
| 2 | 8/20 to 8/21 | Rain |
| 1 | 8/22 | Ground too wet. |
| 2 | 8/23 to 8/24 | Rain |
| 3 | 8/25 to 8/28 | Ground too wet. |
| 1 | 9/5 | Rain |
| 1 | 9/6 | Ground too wet. |
| 5 | 9/7 to 9/11 | Rain |
| 1 | 9/12 | Ground too wet. |
| 2 | 9/13 to 9/14 | Rain |
| 2 | 9/15 to 9/16 | Ground too wet. |
| 1 | 9/17 | Rain |
| 1 | 9/18 | Ground too wet. |
| 9 | 11/15 to 11/23 | Too wet, cold, snow, fog, etc. delayed delineators. |
| 45 | Days Total | |

Respectfully submitted,

WILDISH CORVALLIS CONSTRUCTION CO.
Contractor

By K J Allen

---

## CONSENT OF SURETY

Date January 8, 1979

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ronald Jolma
Attorney-in-fact
Ronald Jolma

(SEAL)

Ronald Jolma
Resident Agent

BATES & BATES, INC.

**OREGON STATE HIGHWAY DIVISION**

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8725 Contractor Wildish Corvallis Const. Co.

Highway Santiam

Section Pacific Blvd.-Gold Fish Farm Road(Albany)

Kind of Work grade, pave, sign

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Twenty-two (22) calendar days are granted for utility delays and lost time waiting to place traffic markers after the project was substantially complete.

Recommended for Approval:

Asst. Region Engineer

Construction Engineer ~~or Bridge Engineer~~
For

H S Coulter
State Highway Engineer

| | |
|---|---|
| Contract No. | 8725 |
| Project designation (State-Federal) | Federal |
| Date awarded | 5/4/78 |
| Work started | 5/22/78 |
| Per cent completed (Date) | 100% 11/27/78 |
| No. of Workdays Allowed | 160 |
| No. of Workdays Used | 182 |
| No. of Added Workdays Requested | 23 |

SP*19862-734

# UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

## POWER OF ATTORNEY

**KNOW ALL MEN BY THESE PRESENTS**, That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

RONALD JOLMA of CORVALLIS, OREGON-----------------------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP--------------

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

### SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 3rd day of April 1978.

UNITED PACIFIC INSURANCE COMPANY

Wm. J. Cotter
Vice-President

STATE OF Washington
COUNTY OF Pierce } ss.

On this 3rd day of April, 1978, personally appeared WM. J. COTTER, to me known to be the Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

My Commission Expires:
January 15, 1982

Suzanne M. Halsey
Notary Public in and for State of Washington
Residing at Tacoma

I, Gerald C. Lyon, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 8th day of January 1979.

Gerald C. Lyon
Assistant Secretary

BDU-1431 ED.2-72

8725

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Blvd.-Gold Fish Farm Road(Albany)

WEEK ENDING: Jan 13, 1978

SECTION PREFIX: 22-1081

HIGHWAY: Santiam

COUNTY: Linn

NAME OF JOB: Pacific Blvd-Gold Fish Farm Road(Albany)

KIND OF WORK: grade, pave, sign

CONTRACTOR: Wildish Corvallis Const. Co.

CONTRACT NUMBER: 8725

FEDERAL AID PROJECT NUMBER: TQF-10(2)

DATE OF CONTRACT: 5/4/78

DATE WORK STARTED: 5/22/78

ESTIMATED COMPLETION DATE: 11/27/78

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED ~~WORK DAYS~~ work CALENDAR DAYS: 160

WORK DAYS USED

CALENDAR DAYS USED: 182

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 114

PROJECT AUTHORIZATION: $ 736,428.86

EXCLUSIVE OF ENGINEERING: $ 678,033.62

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 564,000

ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 16.8 %

ENGINEERING AUTHORIZATION: $ 58,395.24

ENGINEERING COST TO DATE: $ 36,000

PERCENT OF AUTHORIZATION: 62 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86

DATE PROJECT WAS COMPLETED: 11/27/78

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | sign | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | 100 | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.56 | 0.56 | | | 1.83 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.56 | 0.56 | | | 1.83 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 11,150 cy | 750 T | | | 27,350 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 11,650 | 1202 | | | 24,716 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | same | same | | | same |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes
RECEIVED
JAN 15 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY<br>Jan 8, 1979 | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final estimate will be submitted Friday Jan 12th or Monday Jan 15th

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8725

8.

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 12, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-10(2)

Contract 8725, Work Completed November 27, 1978

Project Pac. Blvd.-Gold Fish Farm Rd. (Albany)

Highway Santiam

County Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Dec. 15, 1978

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

STATE HWY ENGR
JAN 31 '79
REFER TO

Routing ECR
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inlow
Berg
Church
Gebauer
Widmer

RECEIVED
JAN 30 1979
CONSTRUCTION SECTION

NOTED
H.S.COULTER

RECEIVED
JAN 16 1979
OREGON DIVISION

Salem, Oregon
September 27, 1978

Duane O. Christensen
Final Design Engineer

Keats Oliver
Resident Engineer

Sign Shop Drawings
Pacific Blvd.-Gold Fish Farm Rd.
Santiam Highway
Linn County
Contract No. 8725

Enclosed find three sets of approved sign shop drawings for the Type "U" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Co. for fabrication of the signs.

WGB:ab
cc: C. T. Keasey
C..O. Fredrickson
W. G. Beard

8725

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 30, 1978

Wildish-Corvallis Construction Co.
P. O. Box 987
4865 N.E. Highway 20
Corvallis, OR 97330

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8725 for work on the Pacific Boulevard-Goldfish Farm Road (Albany) Section of the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Keats Oliver
C. O. Fredrickson

7125

bbc: C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Keats Oliver
SAIF
Fran

May 5, 1978

Wildish-Corvallis Construction Co.
4885 NE Highway 20
P. O. Box 987
Corvallis, OR 97330

Gentlemen:

The Oregon Transportation Commission on May 4, 1978, accepted your proposal for work on the Pacific Blvd.-Goldfish Farm Rd. (Albany) Section of the Santiam Highway in Linn County for the sum of $627,086.00 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer that same day awarded you the project, which has been assigned Contract No. 8725.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 17, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr
Attachments

bc: Pacific Builder & Engineer, Inc., Seattle, WA
Daily Journal of Commerce, Seattle, WA and Portland, OR

8725 8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

April 11, 1978

H Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
   FAP No. M-000C(4)
   Multnomah County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
   Arndt Road
   Clackamas and Marion Counties

   Structure and approaches.

   Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways
   Clackamas County

   Paving

   Because of a lack of demonstrated need, a bikeway is not being established at this time.

   Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
Oregon Coast Highway
Coos County

Painting.

Same as No. 1.

5. Old Coast Highway-Boat Basin Road
Lower Harbor County Road
Curry County

Grading and paving.

Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
The Dalles-California Highway
Deschutes County

Grading and paving.

Four-foot shoulders provided on this project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
Oakland-Shady Highway
Douglas County

Grading, paving, signals.

Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
John Day Highway
Gilliam County

Aggregate crushing.

Same as No. 1.

9. Dayville Rock Production
John Day Highway
Grant County

Aggregate crushing.

Same as No. 1.

10. Main St at Canyon Blvd (John Day)
John Day Highway
Grant County

Traffic signals.

Same as No. 1.

11. S Ashland Intchge-California State Line
Pacific Highway
Jackson County

Paving.

Same as No. 1.

Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
City Streets
Jackson County

Grading and paving.

Twenty-eight-foot curbed section.

Same as No. 6.

13. Wolf Creek Tavern State Wayside
Josephine County

Grading, paving and sewers.

Same as No. 1.

14. Armitage State Park
Lane County

Buildings.

Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
Santiam Highway
Linn County

Grading and paving.

The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
Calapooia River Road
Linn County

Grading and structure.

Four-foot shoulders provided on this section.

Same as No. 6.

17. Crooked Creek
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

18. Hot Springs Road-McDermitt
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
East Portland Freeway
Multnomah County

Grading and paving.

Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8725 4-5-78 9

U.S. DEPARTMENT OF TRANSP ION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO.<br>ITEM NO. 80199 | DERAL AID PROJECT NO. TQF-10(2)<br>STATE PROJECT NO. See Below<br>COUNTY NAME Linn<br>PROGRAM STAGE (Check ☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Chief Of Operations, ODOT
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>4-5-78 | DATE AUTHORIZATION EFFECTIVE<br>4-5-78 | FEDERAL ROUTE NUMBER Primary 10<br>STATE ROUTE NUMBER Primary 16 |

GENERAL LOCATION:

"Pacific Blvd - Gold Fish Farm Road (Albany) Section"

GENERAL DESCRIPTION OF WORK:

Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Temporary and Permanent Pavement Striping (SF) $7,250

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $354,539, Federal funds $304,194.

A signed copy of the Title Sheet is returned herewith.

Swan
item

| | | |
|---|---|---|
| DATE<br>4-5-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hassner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

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8735 16

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/30/78
Donald L [illegible]

4-27-78 Bid Letting ________ All Clear Deadline

SECTION PACIFIC BLVD.-PRICE RD. & PRICE RD.-GOLDFISH FARM RD. (ALBANY)
Highway Santiam
County Linn Region 2
Type of Work Paving Funds Trans Comb.&
State __ Consultant __ Plans Avail. __ Yes __ No

Funds: Bond 74 Com

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |
| **PERMITS:** | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| **CULTURAL:** | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |
| **NOISE:** | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

8725

16

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 30, 1978

Don

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Pacific Blvd-Gold Fish Farm Rd
Linn County

TO: C.O. Fredrickson
Region 2 Engineer

Please do not sign and stripe the bikeway on the subject project until further notice. We are awaiting the publication of the new MUTCD to finalize our striping and signing standards. We are considering the possibility of striping the Pacific Highway to Price Road Unit as a narrow bikeway or the option of not striping any of this project as a bikeway.

Thank you for your consideration.

DES:jp

cc A.D. Olson
L.E. George

____Versteeg
____Christensen
____George
1 Olson
____Terpin
____Sullivan
____Scott
____Savage

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MAR 31 1978
ENGINEERING
SECTION

____Trout
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Bring Up ___/___/___
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8725 16

STATE OF OREGON INTEROFFICE MEMO

TO: Mr. Duane O. Christensen
Final Design Engineer

DATE: January 9, 1978

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Pacific Blvd.-Goldfish Farm Road Section
Santiam Highway
Bridge 8223

The following are recommendations for overlaying the bridge within the limits of the above project:

Bridge 8223 - Oxing Hwy. 1

| | | |
|---|---|---|
| 1. | No existing A.C. wearing surface | |
| 2. | Provide $8,000 of extra work funds in the contract for epoxy grouting of major deck cracks. | |
| 3. | Raise two transverse deck joints. | |
| 4. | Place asphalt-rubber chip seal | 1/2" |
| 5. | Place Class "E" A.C. wearing surface | 1 " |
| | Total A.C. overlay | 1 1/2" |

KA:dh

cc Jack Sullivan
Robert Royer
George Hopkins

1 Versteeg
2 Christensen DOC
George
Olson
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BY FINAL DESIGN ENGINEER

81-125-1387

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16

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 14, 1977

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Pacific Blvd.-Goldfish Farm
Santiam Highway
Linn County

TO: MEMO TO THE FILES

A plans in hand review will be held on the named section on Thursday, January 5, 1978, in Resident Engineer Keats Oliver's office.

Participants from the Salem area will depart from Region II office at 8:30 a.m.

Revised preliminary plans are included for review. Alternate materials are being offered for the triple culvert installation. Please note, that the pipe diameter depends upon the culvert material furnished.

Plans and preliminary specifications for Temporary Protection and Direction of Traffic are included.

LKW:ab
cc: Bob Royer, w/6 sets plans and specs.
Bill Kappus, w/1 set plans and specs.
Bryant Jackmond, w/1 set plans and specs.
Jack Sullivan, w/1 set plans
Fred Yarbrough, w/1 set plans
Keats Oliver, w/1 set plans and specs.

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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16

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 4, 1977

FROM: Lyle Watson
Lyle Watson
Design Engineer Supervisor

SUBJECT: Pacific Blvd.-Goldfish Farm
Santiam Highway
Linn County

TO: MEMO TO THE FILES

A plans-in-hand review will be held in Resident Engineer, Keats Oliver's, office in Albany on Wednesday, November 9, 1977, at 9:00 AM. If transportation is needed, please contact me by Tuesday, November 8.

1. Beginning of the project was revised to avoid conflicts in staging with the Cox Creek-Elm Creek project.
2. Alternate materials and culvert sizes are proposed at Station 141+40. Pipe size is dependent upon the pipe material furnished.

Postponed 11/8/77
will set up a new date
L.W.

LKW:jh
cc: Bob Royer (w/3 sets of plans)
Paul Riedl, FHWA (w/2 sets of plans)
Keats Oliver (w/1 set of plans)
Fred Yarbrough (w/1 set of plans)
Jack Sullivan (w/1 set of plans)
Bryant Jackmond (w/1 set of plans)

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NOV 0 4 1977
ENGINEERING SECTION

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**NOTED**
**L. K. WATSON**

8735 16

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 30, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Pacific Blvd.-Goldfish Farm Road
Santiam Highway
Linn County

TO: MEMO TO THE FILES

The Region has made the following recommendation for the overlay on this project.

The curb lane paving, Pacific Blvd. to Airport Road, to be restricted to night time between the hours of 8:00 p.m. to 6:00 a.m. Additional illumination will be required in the work area, flagging and signing. The contractor would have the option of overlaying the inside lanes and median from 9:00 a.m. to 4:00 p.m. or during the night time.

This has been reviewed with Roger Trygstad in Traffic and concurs with these recommendations.

LKW:az

cc: John Sheldrake
Jack Sullivan
Roger Trygstad
Keats Oliver
Gordon Ballard
L. K. Watson
Bill Beard

1 Versteeg V
2 Christensen Don
George
3 Olson
Turpin
Sullivan
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RECEIVED

SEP 30 1977

ENGINEERING SECTION

Trout

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16

FORM #1-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 29, 1977

FILE: 22-1950

ORIGINAL SIGNED BY
R.E. ROYER

FROM: Robert E. Royer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Cox Creek - Elm Creek ①
Pac. Blvd.-Gold Fish Farm Rd ②
projects

Roy - copy for each job

TO: Memo to files

At Lyle Watson's request, I asked Keats Oliver for his recommendations concerning paving during the night on the Cox Creek - Elm Creek and Pacific Blvd. - Gold Fish Farm Road projects.

Our recommendation was to require night paving on the curb lanes for these two projects. The sections where this requirement should apply are between Cox Creek and Queen Ave. on the Cox Creek - Elm Creek project and between Pacific Blvd. and Airport Road on the Pacific Blvd. - Gold Fish Farm Road project.

The present illumination on these sections will be adequate for traffic handling, however, additional lighting will be required on flagmen and the work area. In addition, illuminated signing should be provided.

Requiring the paving to be done on the curb lanes will allow for adequate movement of traffic during the day as well as providing access to abutting property owners.

REFERRED TO
Beard ____ Dorn ____
Cole ____ Sample ____
Erikson ____ ✓ Watson REW
Hager ____ Lau ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

RER/lea
cc: Lyle Watson ✓
Keats Oliver

1 Versteeg ✓
2 Christensen Don
____ George ____
____ Olson ____
____ Turpin ____
3 Sullivan JWS
____ Scott ____
____ Savage ____

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SEP 30 1977
ENGINEERING SECTION

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Bring Up ___/___/___
Action ____

8725

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

HIGHWAY BUILDING, SALEM, OREGON 97310

August 25, 1977

CERTIFIED MAIL

Aaron M. Ropp
3189 S.E. Kennel Drive
Albany, Oregon 97321

Daniel M. Ropp
Star Rt. North
Box 34
Depoe Bay, Oregon 97341

Eva C. Ropp
3635 Circle Drive
Albany, Oregon 97321

Samuel M. Ropp
Route 1, Box 403
Albany, Oregon 97321

Joseph M. Ropp
3635 Circle Drive
Albany, Oregon 97321

Anna M. Mitchell
4930 S.E. Spicer Road
Albany, Oregon 97321

Margaret E. Boock
1610 West 27th
Albany, Oregon 97321

File 49403
Price Road-Goldfish
 Farm Road Section
Santiam Highway

Merla Webster
c/o Roger Reid
P.O. Box 665
Albany, Oregon 97321

Robert L. Arthur
2915 S. Park Terrace
Albany, Oregon 97321

Eunice B. Arthur
2915 S. Park Terrace
Albany, Oregon 97321

Lawrie K. Arthur
2915 S. Park Terrace
Albany, Oregon 97321

JaMe Investment Co.
P.O. Box 278
Sweet Home, Oregon 97386

Ladies and Gentlemen:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of highway.

For this needed public improvement and in order to accomplish the planned project the Oregon Transportation Commission has found that the hereafter described acquisition is necessary. The acquisition is as follows:

Title in fee simple to the following described real property for right of way purposes:

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

PARCEL 1

A parcel of land lying in the E. N. White D.L.C. No. 48, Township 11 South, Range 3 West, W.M., Linn County, Oregon; the said parcel being that portion of said D.L.C. No. 48 lying Easterly of the SUPPLEMENTAL PLAT OF EAST ALBANY WALNUT TRACTS; Westerly of that property described in that deed to Martin W. Swyter, recorded in Book 233, Page 341 of Linn County Record of Deeds and included in a strip of land variable in width, lying on the Southerly side of the center line of the Santiam Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 138+22.47 Back equals 138+63.59 Ahead, said station being 66.1 feet North and 953.8 feet East of the Initial Point of the SUPPLEMENTAL PLAT OF EAST ALBANY WALNUT TRACTS; thence South 82° East 193.60 feet; thence on a spiral curve left (the long chord of which bears South 82° 50' East) 200 feet; thence on a 2291.83 foot radius curve left (the long chord of which bears South 86° 00' 30" East) 120.67 feet; thence on a spiral curve left (the long chord of which bears South 89° 11' East) 200 feet; thence North 89° 59' East 1290.35 feet; thence on a 7639.44 foot radius curve left (the long chord of which bears North 87° 52' 15" East) 563.33 feet; thence North 85° 45' 30" East 19.35 feet; thence on a 7639.44 foot radius curve right (the long chord of which bears North 86° 57' 15" East) 318.89 feet to Engineer's center line Station 167+69.78 Back equals 167+68.86 Ahead.

The widths in feet of the strip of land above referred to are as follows:

| Station | to | Station | Width on Southerly Side of Center Line |
|---|---|---|---|
| 138+63.59 | | 141+00 | 60 in a straight line to 70 |

| | | |
|---|---|---|
| 141+00 | 142+57.19 | 70 in a straight line to 100 |
| 142+57.19 | 145+77.86 | 100 in a straight line to 85 |

EXCEPT therefrom that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 256, Page 67 of Linn County Record of Deeds.

The parcel of land to which this description applies contains 0.42 acre, more or less, outside of the existing right of way.

PARCEL 2

A parcel of land lying in the E. N. White D.L.C. No. 48, Township 11 South, Range 3 West, W.M., Linn County, Oregon and being a portion of that property designated as Tract VI and described in that deed to Samuel M. Ropp and Aaron Ropp, recorded in MF Vol. 78, Page 914 of Linn County Records; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Southerly side of the center line of the Santiam Highway as said highway has been relocated, which center line is described in Parcel 1.

The widths in feet of the strip of land above referred to are as follows:

| Station | to Station | Width on Southerly Side of Center Line |
|---|---|---|
| 145+77.86 | 155+00 | 85 in a straight line to 75 |
| 155+00 | 156+50 | 75 in a straight line to 90 |

The parcel of land to which this description applies contains 0.84 acre, more or less, outside of the existing right of way.

A permanent easement across the following described real property for the purpose of constructing and maintaining drainage facilities in connection with said project.

Fee simple title to the land to be used for this easement is not being sought by this acquisition with the full use and dominion thereover to be retained by you; provided, however, that such use shall not be permitted to interfere with the purpose for which this easement is obtained. The real property across which this easement is required is described as follows:

PARCEL 3

A parcel of land lying in the E. N. White D.L.C. No. 48, Township 11 South, Range 3 West, W.M., Linn County, Oregon; the said parcel being described as follows:

Beginning on the Southerly line of Parcel 1 at a point opposite and 73.44 feet Southerly of Engineer's Station 141+20 on the center line of the relocated Santiam Highway, which center line is described in Parcel 1; thence Southeasterly in a straight line to a point opposite and 180 feet Southerly of Engineer's Station 142+00 on said center line; thence Northeasterly in a straight line to the Southerly line of Parcel 1 at a point opposite and 94.15 feet Southerly of Engineer's Station 142+30 on said center line; thence Northwesterly along said Southerly line to the point of beginning.

The parcel of land to which this description applies contains 0.12 acre, more or less.

All rights of access of every nature to the right of way of said highway project; provided, however, that there shall be reserved for service of the remaining land the following:

A right of access to the right of way of said highway of a width of 35 feet on the Southerly side thereof opposite Highway Engineer's center line Station 142+85.

A right of access to the right of way of said highway of a width of 35 feet on the Southerly side thereof opposite Highway Engineer's center line Station 152+25.

> A right of access to the right of way of said highway of a width of 35 feet on the Southerly side thereof opposite Highway Engineer's center line Station 154+10.

And further provided that there shall be no restriction of access to the area described as Parcel 3.

I have been authorized by the Oregon Transportation Commission to extend its offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition hereinabove described. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of or receives title to said acquisition. For the conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $10,725.00.

The State will, however, accept the conveyance subject to the interest of others than yourselves in the following encumbrance:

> Easement in favor of Mountain States Power Co. by instrument recorded June 23, 1928, in Book 134, Page 549, Deed Records.

May I ask your earnest consideration of this offer at an early opportunity. The time and services of the right of way agent who has negotiated this file will continue to be available for any further assistance needed. He is able to arrange the details for closing this transaction. The offer is extended with the hope that this file may be concluded to the satisfaction of all, and it is toward this end that I have extended the offer of the Commission with the hope that you may find it acceptable.

Yours very truly,

H. S. COULTER
State Highway Engineer

ALR:jk

8725

ROBERT W. STRAUB
GOVERNOR

**Oregon State Highway Division**

HIGHWAY BUILDING, SALEM, OREGON 97310

August 25, 1977

CERTIFIED MAIL

Jake J. Meyer, Jr.
4120 S.E. Santiam Highway
Albany, Oregon 97321

File 49405
Price Road-Goldfish
Farm Road Section
Santiam Highway

Dear Sir:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of highway.

For this needed public improvement and in order to accomplish the planned project the Oregon Transportation Commission has found that the hereafter described acquisition is necessary. The acquisition is as follows:

> Title in fee simple to the following described real property for right of way purposes:
>
> > A parcel of land lying in the E. N. White D.L.C. No. 48, Township 11 South, Range 3 West, W.M., Linn County, Oregon and being a portion of that property described in that deed to Jake Meyer Jr., recorded in MF Vol. 114, Page 824 of Linn County Records; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Southerly side of the center line of the Santiam Highway as said highway has been relocated, which center line is described as follows:
> >
> > Beginning at Engineer's center line Station 138+22.47 Back equals 138+63.59 Ahead, said station being 66.1 feet North and 953.8 feet East of the Initial Point of the SUPPLEMENTAL PLAT OF EAST ALBANY WALNUT TRACTS; thence South 82° East 193.60 feet; thence on a spiral curve left (the long chord of which bears South 82° 50' East) 200 feet; thence on a 2291.83 foot radius curve left (the long chord of which bears South 86° 00' 30" East) 120.67 feet; thence on a spiral curve

left (the long chord of which bears South 89° 11' East) 200 feet; thence North 89° 59' East 1290.35 feet; thence on a 7639.44 foot radius curve left (the long chord of which bears North 87° 52' 15" East) 563.33 feet; thence North 85° 45' 30" East 19.35 feet; thence on a 7639.44 foot radius curve right (the long chord of which bears North 86° 57' 15" East) 318.89 feet to Engineer's center line Station 167+69.78 Back equals 167+68.86 Ahead.

The widths in feet of the strip of land above referred to are as follows:

| Station | to Station | Width on Southerly Side of Center Line |
|---|---|---|
| 142+57.12 | 145+77.86 | 100 in a straight line to 85 |
| 145+77.86 | 155+00 | 85 in a straight line to 75 |

The parcel of land to which this description applies contains 0.51 acre, more or less, outside of the existing right of way.

All rights of access of every nature to the right of way of said highway project; provided, however, that there shall be reserved for service of the remaining land the following:

A right of access to the right of way of said highway of a width of 35 feet on the Southerly side thereof opposite Highway Engineer's center line Station 146+55.

A right of access to the right of way of said highway of a width of 35 feet on the Southerly side thereof opposite Highway Engineer's center line Station 147+65.

I have been authorized by the Oregon Transportation Commission to extend its offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition hereinabove described. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of or receives title to said acquisition. For the conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $27,100.00.

The State has found it is necessary to acquire and remove all of that certain commercial garage, house and garage located partially upon the real property hereinabove described and partially upon your remaining real property approximately opposite Highway Engineer's center line Stations 146+50 and 147+40 respectively and Southerly of the center line of said highway; and in connection therewith, it is necessary to acquire a right of entry to go upon your remaining real property contiguous to said commercial garage, house and garage for the purpose of moving, dismantling, or otherwise disposing of the same.

The State will, however, accept the conveyance subject to the interest of others than yourself in the following encumbrance:

> Power line easement granted to Mountain States Power Company by instrument recorded in Book 134, Page 549, Deed Records of Linn County, Oregon.

May I ask your earnest consideration of this offer at an early opportunity. The time and services of the right of way agent who has negotiated this file will continue to be available for any further assistance needed. He is able to arrange the details for closing this transaction. The offer is extended with the hope that this file may be concluded to the satisfaction of all, and it is toward this end that I have extended the offer of the Commission with the hope that you may find it acceptable.

Yours very truly,

H. S. COULTER
State Highway Engineer

ALR:jk

8725

16

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
January 14, 1977

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Sign Study Plans
Price Road-Goldfish Farm Road
Santiam Highway
Linn County

Attached are two prints of the approved sign study plans for the above-named section.

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: David R. Weaver

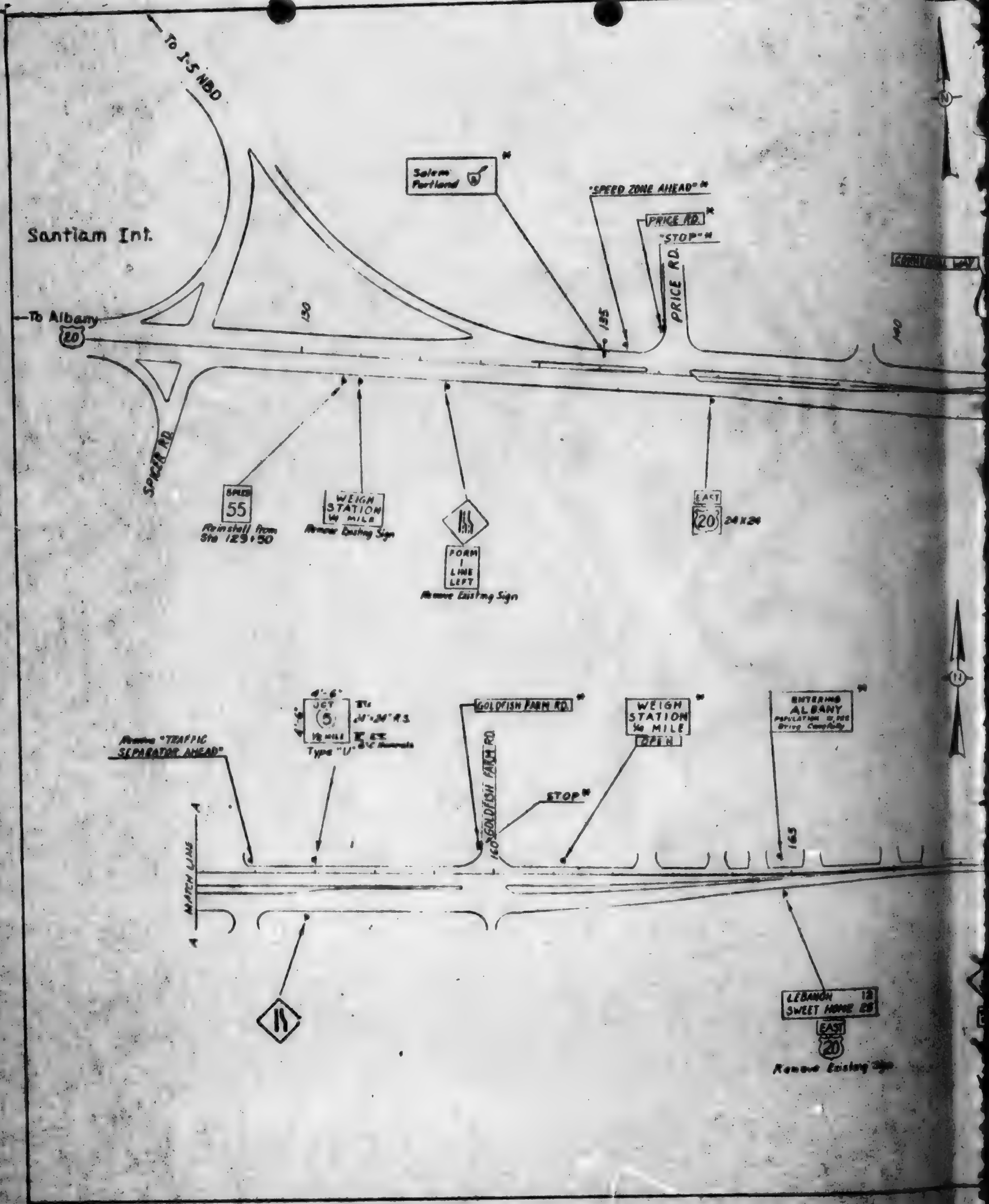
Looks O.K.
DnS

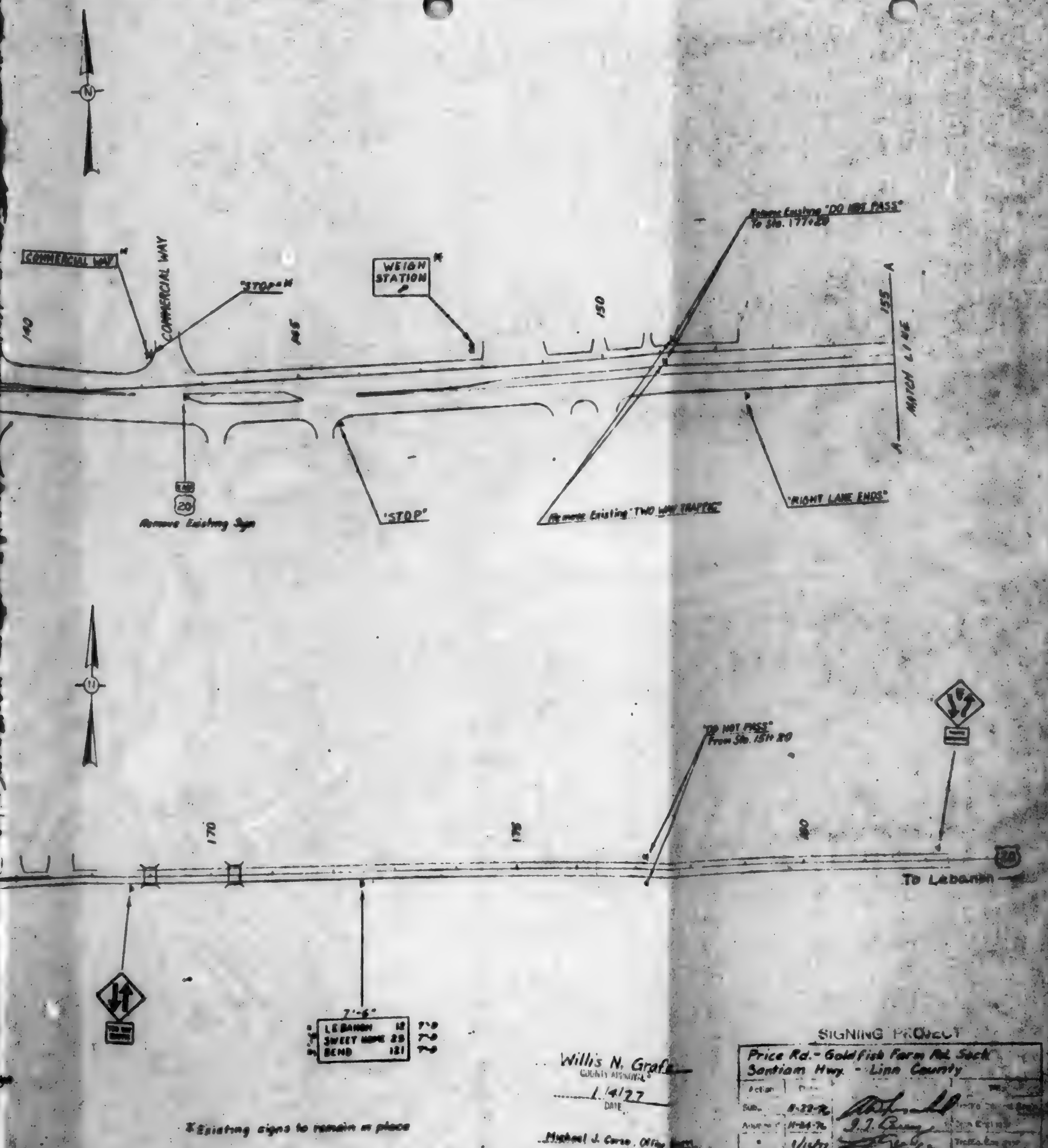
1 Versteeg____
2 Olson____

RECEIVED
JAN 18 1977
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ☐____
Bring Up___/___/___
Other____

REFERRED TO
✓ Board WGB ____ Reed
____ Cole ____ Sample
____ Eriksen ____ Watson
____ Hager ____ Wolfe
Return Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER


To I-5 NBD
Santiam Int.
To Albany
20
SPICER RD.
150
Salem
Portland
5
"SPEED ZONE AHEAD" *
PRICE RD. *
"STOP" *
PRICE RD.
135
140
N
SPEED
55
Reinstall From
Sta 129+50
WEIGH
STATION
¼ MILE
Remove Existing Sign
FORM
1
LINE
LEFT
Remove Existing Sign
EAST
20
24 x 24
Remove "TRAFFIC
SEPARATOR AHEAD"
4'-6"
4'-6"
JCT
5
½ MILE
Type "U"
24" x 24" R.S.
GOLDFISH FARM RD. *
GOLDFISH FARM RD.
160
STOP *
WEIGH
STATION
½ MILE
OPEN
ENTERING
ALBANY
POPULATION
Drive Carefully
165
MATCH LINE
A
A
LEBANON 12
SWEET HOME 25
EAST
20
Remove Existing Sign


N
COMMERCIAL WAY *
COMMERCIAL WAY
"STOP" *
WEIGH STATION *
140
145
150
155
MATCH LINE
A
A
Remove Existing "DO NOT PASS" To Sta. 177+20
20
Remove Existing Sign
"STOP"
Remove Existing "TWO WAY TRAFFIC"
"RIGHT LANE ENDS"
N
170
175
180
"DO NOT PASS" From Sta. 151+20
20
To Lebanon
7'-6"
LEBANON 12
SWEET HOME 25
BEND 121
7"-0
7"-0
7"-0

* Existing signs to remain in place

Willis N. Grafe
COUNTY ENGINEER
1/4/77
DATE

Michael J. Carse, Office Engr.
12-30-76
DATE

SIGNING PROJECT

Price Rd. - Goldfish Farm Rd. Sect.
Santiam Hwy. - Linn County

| Action | Date | | Title |
|---|---|---|---|
| Sub. | 11-22-76 | | [illegible] |
| Approved | 11-24-76 | J.J. Carey | Sign Engineer |
| " | 1/14/77 | | Traffic Engineer |
| " | 1/13/77 | | Asst. Hwy. Engr. |
| Approved | | Not Reqd. | |

8725

16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 12, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Price Road-Goldfish Farm Road
Santiam Highway
Linn County

TO: MEMO TO THE FILES

The proposed substitution of triple 54-inch concrete culverts for a 10 ft. x 5 ft. box culvert was reviewed with Mr. Lenz, Hydraulics Engineer; Mr. Cole and Mr. Miller on Tuesday, November 9, 1976.

The following was determined from the review:

1. At the design flow of 340 cfs the high water elevation for the triple 54-inch culverts is 0.3 ft. lower than the 10 ft. x 5 ft. box culvert.
2. The maximum flow capacity for the Triple 54-inch culverts is slightly greater than the 10 ft. x 5 ft. box culvert.
3. Debris is not a problem at this location.
4. Installation time across the roadway area is considerably less for the precast pipes than that for a poured-in-place box culvert.
5. The cost of the triple 54-inch culverts installed is $3,055 more than the 10 ft. x 5 ft. box culvert.
6. The 1975 ADT is 7,600.

Based on the above and the reduction of accident potential due to the reduced installation time the triple 54-inch culvert will be called for on the plans.

DOC:az
cc: W. E. Cole
R. Lenz
F. E. Terpin

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson

Savage
Trout

RECEIVED
NOV 15 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___
Other

8725

8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 12, 1976

Duane O Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Price Road-Goldfish Farm Road
Santiam Highway
Linn County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
NOV 15 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Contract plans for the subject bond project are presently being prepared for a March 24, 1977, bid opening.

The project calls for grading, paving and drainage work for 0.6 miles. The typical section and base designs is as follows:

Typical Section

| | | |
|---|---|---|
| shoulders | 2 @ 8 ft. = | 16 ft. |
| lanes | 4 @ 12 ft.= | 48 ft. |
| median | | 14 ft. |
| | | 78 ft. |

Base Design

| | |
|---|---|
| "E" mix | 1 1/2 " |
| "C" mix | 10 1/2 " |
| | 12 " |

The 1975 ADT for this section is 7,600.

The estimate for this project including 20% for engineering and contingencies is $565,000 and includes the following:

| | |
|---|---|
| Grading, Paving & Drainage | $408,000 |
| Triple 54" Conc. Culverts | $ 39,275 |
| Right-of-Way | $117,725 |
| | $565,000 |

There is presently sufficient bond money available for this project according to Mr. Rulien

DOC:az
cc: E. S. Hunter
L. W. Rulien
C. O. Fredrickson
W. E. Cole

8725

Boyd

John R. Oakes
Asst. Right-of-Way Engineer

October 29, 1976

L. W. Rulien ORIGINAL SIGNED BY GEORGE H. HOPKINS
Program Management Engineer

PROGRAMMING
Price Rd.-Goldfish Farm Rd. Section
Santiam Highway
Linn County

Road funds in the amount of $125,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with FHPM 7-2-2.

This is a fiscal year 1977 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 22-2002 should be used for this expense.

CBR:ljt

cc: Benny Vaughn
C. P. Laux

FORM 8-30

**OREGON STATE HIGHWAY DIVISION**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem 97310

**DATE** October 28, 1976

**TO** L. W. Rulien✓
Program Management

John R Oakes

**FROM** John R. Oakes
Assistant R/W Engineer

**SUBJECT** Programing
Price Road - Goldfish Farm Road Section
Santiam Highway
Linn County

We have received the necessary Right Of Way description to purchase the right-of-way for this project. The right-of-way is estimated at $125,000, displaces one family and one business, with relocation estimated at $15,000, and demolition estimated at $1,500.

On the possibility that you will wish to program this right-of-way with Federal Aid, we are enclosing a copy of the relocation plan, even though the project is presently shown as being a bond project.

Please let us know the correct prefix if this is a bond project.

Bond Funds $125,000
22-2602

JRO:ha
Att.
cc Frank Lowe
Bob Poggione

PROJECT MANAGEMENT

OCT 28 '76

REFER TO:

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

RECEIVED

OCT 2 1976

RIGHT OF WAY SECTION
RELOCATION UNIT
RECEIVED
OCT 19 1976

| | | | | | |
|---|---|---|---|---|---|
| ☐ RE | ☐ ARE | ☐ ARA | ☐ FS | ☐ CA | ☐ RS |
| ☐ PMS | ☐ AS | ☐ CE | ☐ OS | ☐ TA | ☐ FAO |
| ☐ RUE | ☐ BFS | ☐ DS | ☐ ACM | ☐ F | ☐ |

# RELOCATION PLAN
# PRICE ROAD - GOLDFISH FARM ROAD SECTION
# SANTIAM HIGHWAY

Revised
October 8, 1976

The proposal provides for the reconstruction of an existing two-lane section of the Santiam Highway through a well-developed commercial area that lies along the northerly side of the highway between Price Road and Goldfish Farm Road. The proposal would extend an existing four-lane channelized section that presently ends near Price Road to Goldfish Farm Road. Reconstruction would provide a four-lane two-way facility with the opposing traffic lane separated by a fourteen foot painted median that would allow continuous left turn movements.

A 70-foot street section would be constructed providing 12-foot travel lanes with four-foot paved shoulders outside of the travel lanes. Curbs, sidewalks, and/or bike paths are not proposed for this project.

The major adverse impact of the proposal would be acquisition of right-of-way. To minimize right-of-way related impacts, it is proposed that the highway be realigned to the south of the existing center line far enough for all new construction to be an extension to the southerly side of the present facility. No additional right-of-way would be required along the northerly side of the highway for this proposal. On the southerly side, approximately four acres of land would be required for right-of-way. One residential house with an associated business would be displace.

The business to be displaced is operated by Jake Meyer in a 30' X 60' metal clad building on the same site as his residence. Mr. Meyer plans to rebuild on the same site, and this is permissible under the county zoning ordinance.

The residence that will be affected is occupied by the Meyer family. The family consists of Mr. Meyer, his wife, their two daughters ages 14 and 18, and Mr. Meyer's father who, after suffering a stroke, moved in with the family. The Meyers own their four-bedroom home free and clear, and the house is adequate for their needs. Mr. Meyer is in the farm machinery repair business and farms an extensive amount of acreage on his own. His average monthly income exceeds $1,300. Mr. Meyer plans to buy his replacement dwelling.

Single family houses are available for sale in abundant supply in the Albany area. Approximately 40 real eastate brokers operate in this area. Most of these are members of the Albany Multiple Listing Service and pool all of their offerings. There are approximately 29 four-bedroom houses currently being offered for sale, and there are several subdivisions being developed in the area. According to the brokers in the area, the real estate market is fairly stable and no great fluctuation in the availability of 4-bedrooms houses is foreseen.

Excellent Plan
10/21/76

Three 4-bedroom houses are for sale at prices within the means of the Meyers and were viewed and photographed for this study. Interior and exterior inspections were made, and all three houses are considered to be decent, safe, and sanitary. The results of this survey indicate that the Meyer family can be relocated in decent, safe, and sanitary housing of similar size and construction and equal or superior age, number of rooms, proximity of commercial shopping areas, with equal or better access to churches and schools.

One State highway project near Sweet Home has caused displacement of persons in the general area. Most, if not all, of those people have already been relocated, and this project has had little impact on housing availability in the Albany area.

The only relocation problem will be the effect of relocation on the elder Mr. Meyer. He has lived on the property for a very long period of time and, due to age and physical condition, is apprehensive about moving to another home. The Right of Way Office will provide support to the rest of the family to lessen this apprehension. The Right of Way Office will provide all necessary assistance as required under the Uniform Relocation Act of 1970, using the resources, personnel, and established procedures of the Oregon State Department of Transportation, Highway Division.

Considering the smallness of the project, the abundant supply of replacement housing available, and the lack of competition form federal, state, local, and private projects, it is estimated that six months lead time will be sufficient for a timely, orderly, and humane relocation.

Judy Peterson
Right of Way Agent

JP:jj

Relocation Plan - Price Road - Goldfish Farm Road

PHOTOGRAPHIC RECORD
(Relocation)

10-8-76

File No.________

☐ Sales ☐ Rentals

1.

1639 Spicer Wayside
4 bdrm. $39,900

2.

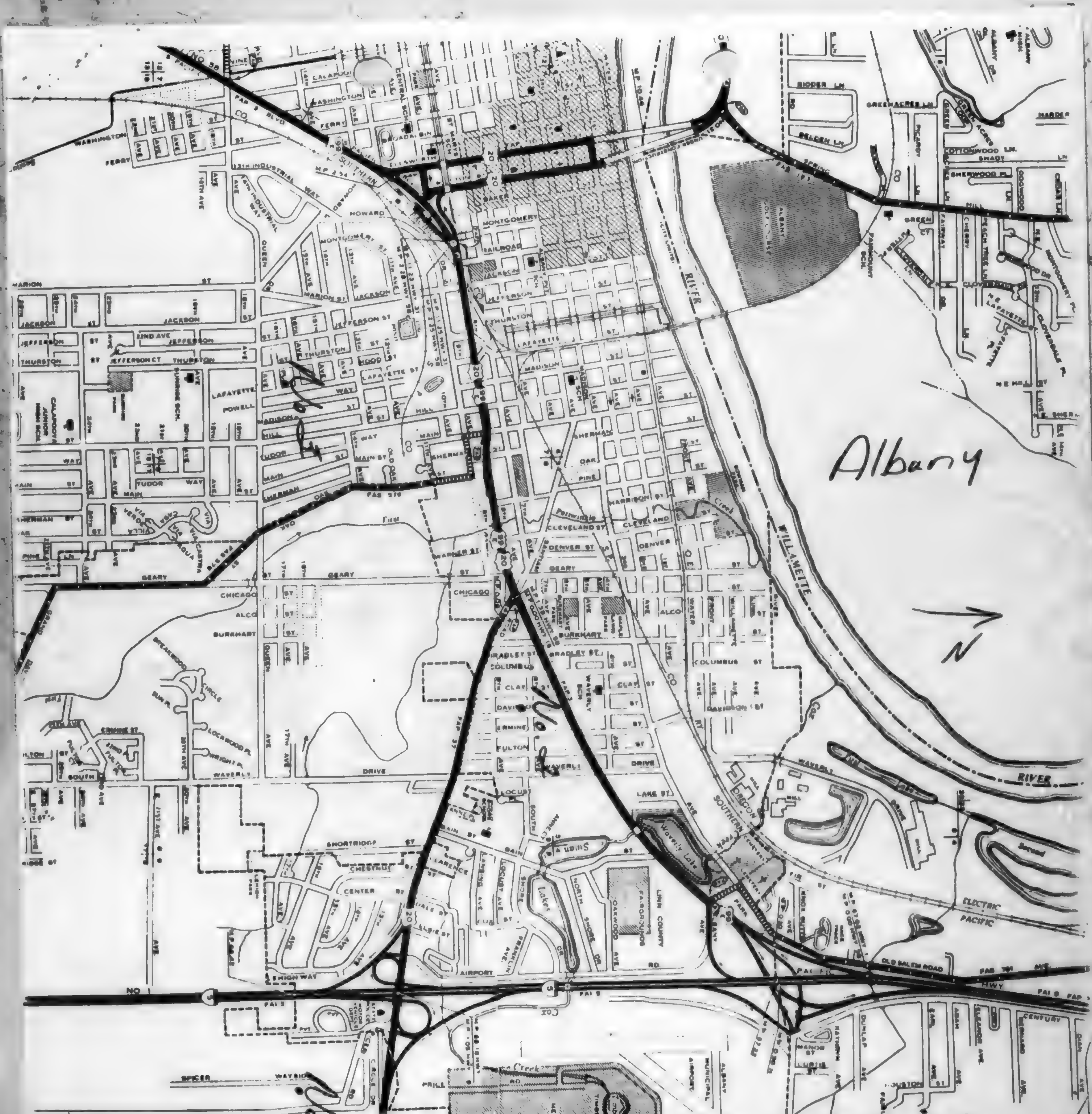
2220 East 8th
4 bdrm. $32,500

3.

1530 S. Lafayette
4 bdrm. $24,950

OFFERING #3
Source of Listing:
Taken By: Date:

Dist.- Salem, District File
E-717 [Ref. 37]
7/1/73


Albany
N
No 2
No 2
No 1
WILLAMETTE RIVER
SOUTHERN PACIFIC
OREGON ELECTRIC
Waverly Lake
LINN COUNTY FAIRGROUNDS
MEMORIAL PARK
ALBANY GOLF COURSE
Log Pond
GOLD FISH FARM ROAD
SANTIAM HWY
PACIFIC HWY
OLD SALEM ROAD
Periwinkle Creek
Cox Creek

5735

16

31-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

October 21, 1976

Salem, OR 97310

FILE:

FROM: Richard L. Lenz
Hydraulics Engineer

SUBJECT: Price Road-Goldfish Farm Road
Santiam Highway
Linn County

TO: File

An existing 54-inch culvert crosses the Santiam Highway on the subject project near Station L2 142. A hydraulic study was made to determine the proper size and location for this drainage structure.

The outlet ditch originally went to the north, then northeast, to swing back to the northwest towards Price Road and eventually into Cox Creek. The property owner filled in this outlet ditch for development and excavated a ditch along his property line leading to the north opposite Station L2 141+20 (+). Between the culvert and this ditch the water must run westerly in the highway ditch. A profile of the ditch from the 54-inch Highway culvert through the city culvert under Price Road shows a poorly-graded ditch profile with humps and level sections, which even rise above the outlet invert elevation of our 54-inch culvert.

Water which enters this drainage originates from (1) the natural drainage of its own basin and (2) from overflow out of Cox Creek further upstream. A study report was made for Linn County, entitled "Watershed Work Plan, Grand Prairie Watershed", in which specific recommendations were made for this particular drainage. Although the runoff plan was based on a 3-year frequency runoff, certain portions of the channels mentioned in the report were designed for runoff based on a 100-year frequency for suburban development. The design discharge based on the 100-year frequency for this channel and crossing of the highway was equal to 340 cfs. (The 50-year design discharge is 305 cfs.)

Control elevations were assumed: (1) the invert elevation of the Price Road culvert outlet and (2) the existing ditch elevation at the VFW hall about 800 feet upstream from the highway. This resulted in an overall straight ditch gradient of approx. 0.35%. A third control elevation was prominent in the calculations - the floor elevation of the VFW hall which is frequently flooded. These three elevations are:

(1) VFW hall floor - 227.4'
(2) Ditch at VFW hall - 223.7'
(3) Outlet invert at Price Road - 216.6'

An invert elevation at the new culvert inlet would be approximately 221.0'.

Several alternates were studied by computer programs and the most feasible was a 10' x 5' RCBC with some minor adjustments of the channel profile. In comparing the 50-year runoff against the 100-year runoff it was found that there was a difference in headwater depth of only 0.4' at the culvert inlet and a difference in water surface elevation of 0.3' at the VFW hall. The adjustments made are as follows:

(1) the ditch profile was lowered 0.5' for the full length of the channel from the VFW hall to Price Rd.; ie, 223.2' at the VFW hall, and 216.1' at Price Road. The overall gradient remains approximately 0.35%.

(2) A fall of 0.4' is to be incorporated in the wingwall apron between the upstream edge of the slab and the face of the culvert. This will result in a gradient on the box itself of 0.1% (±)

Following are control elevations on the RCBC:

Upstream edge of wingwall slab - 220.5'
Invert elevation at inlet of culvert - 220.1'
Invert elevation at outlet of culvert - 220.0'

The culvert should be located opposite the existing outlet ditch to the north at approximate Station L2 141+20 and should be a normal crossing. This will require a short channel change at the inlet end but this should be no problem since, at the design hearing, the property owner asked that the crossing be changed to line up with the outlet ditch. This enhances his development possibilities.

Channel configuration should be a 12' bottom width with 2:1 side slopes and must be able to carry water at a depth of 4 feet plus freeboard. The channel work both upstream and downstream of the highway is not our direct concern, but must be done eventually to make the system work. This proposal has been discussed with both the county and city engineering staff and they are cognizant of the problem. Any development must maintain at least the size of channel suggested above. The culvert under Price Road must also be enlarged to a minimum size of a 10' x 5' RCBC.

RLL:jr

cc: F. Terpin
G. Wimer
H. Versteeg
Walt Hart

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
OCT 22 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Beard
✓ Cole W.E.C.
Eriksen
Hager
Reed
Sample
Watson
Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

8725

8

DATE: October 18, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

Surveys have been completed on the following projects:

Rock Creek Bridge Section
Willamina-Sheridan Highway
Yamhill County

Price Road-Goldfish Farm Road Section
Santiam Highway
Linn County

In order that the record be clear as to official location of these facilities, your approval of the attached survey approval maps is requested.

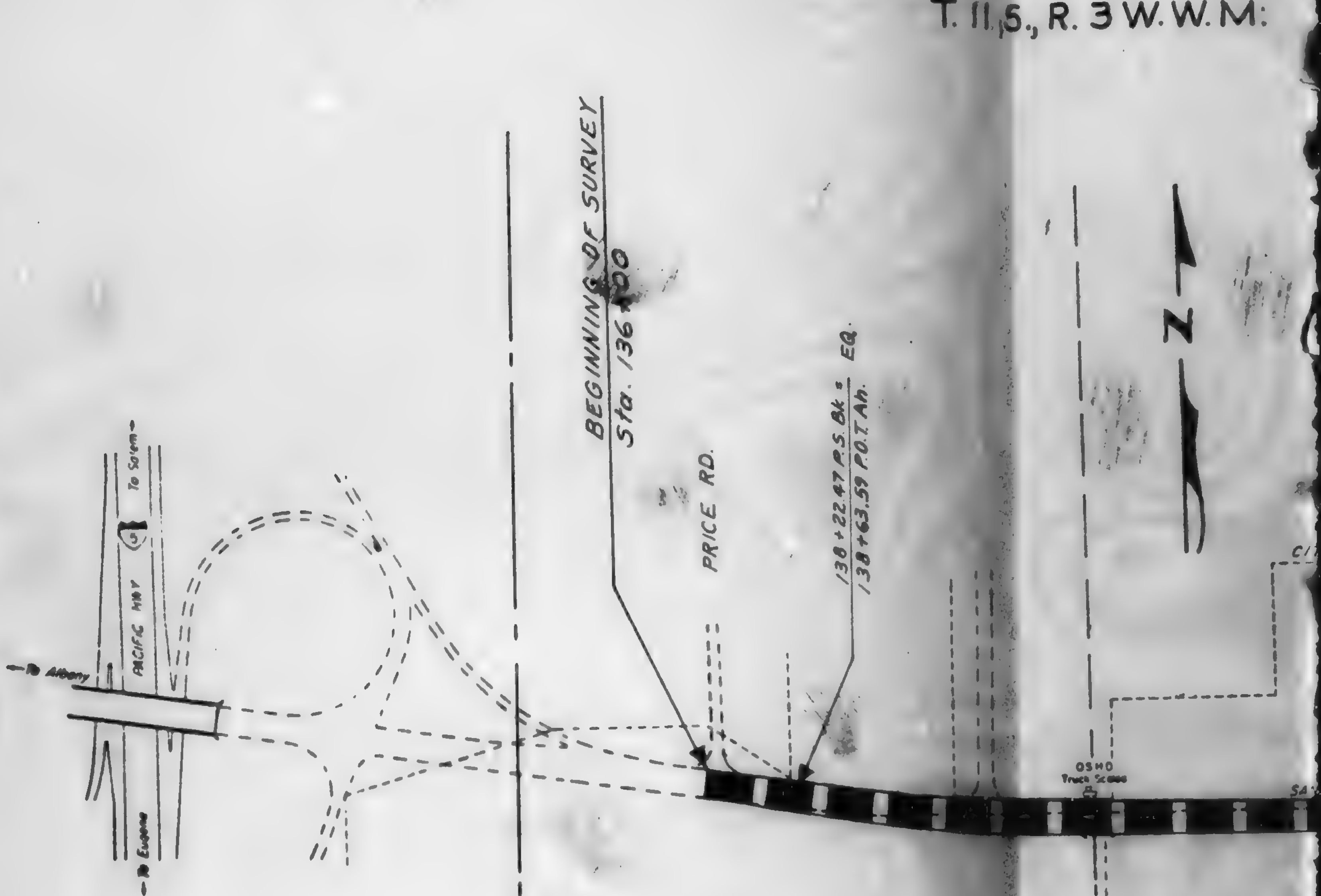
The work has been accomplished consistent with the governing regulations.

This matter will be on the agenda for your consideration at the October 26 meeting.

Att.

BLG:ljt ia

bc R. A. Burco
   C. W. Head
   F. B. Klaboe
   E. S. Hunter
   R. L. Schroeder
   L. W. Rulien
   Frank Terpin
   J. B. Boyd
   C. O. Fredrickson
   George Bell

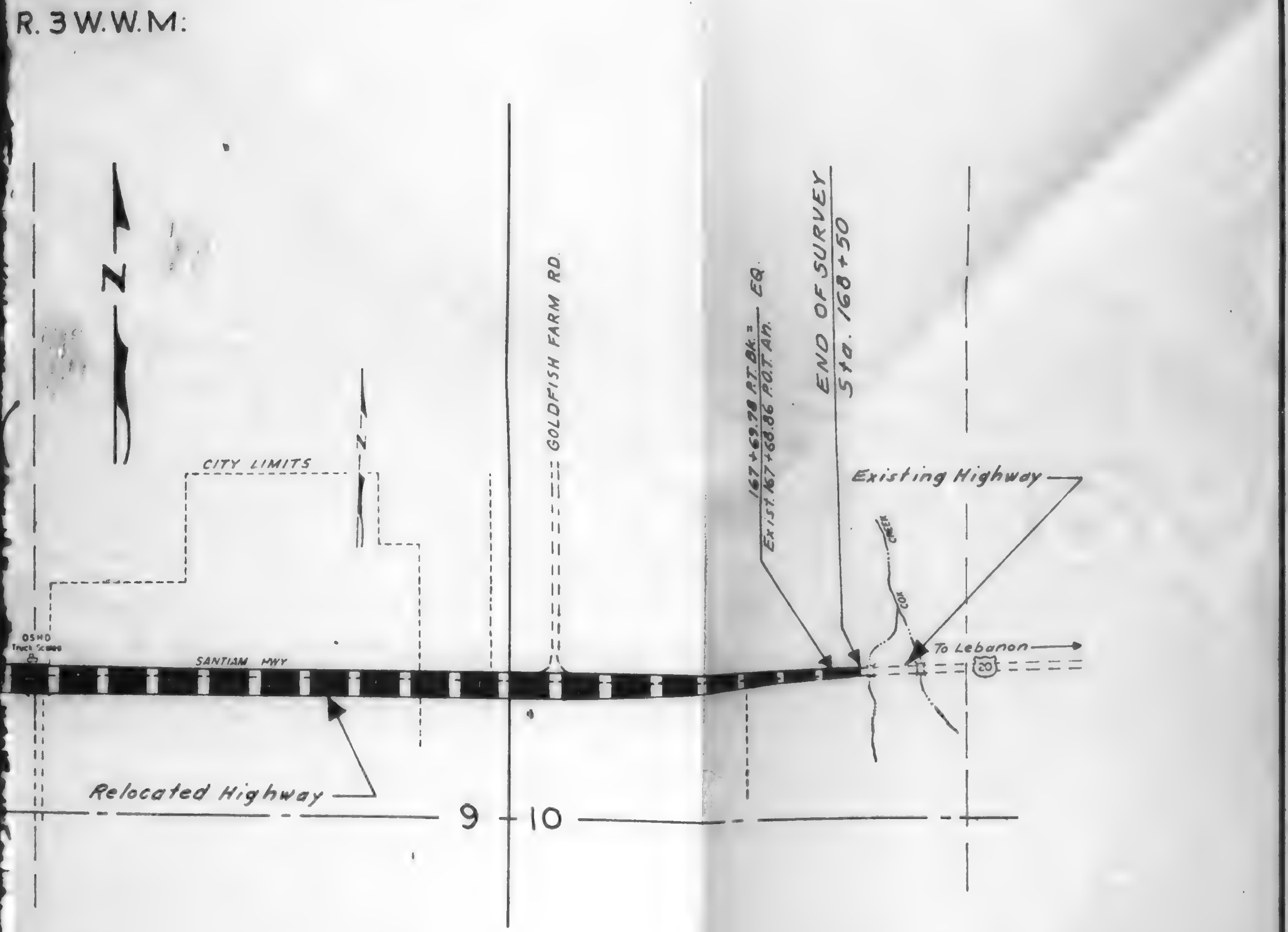

T. 11 S., R. 3 W. W. M.
BEGINNING OF SURVEY
Sta. 136+00
PRICE RD.
138+22.47 P.S. Bk. = EQ.
138+63.59 P.O.T. Ah.
To Salem
To Albany
PACIFIC HWY
To Eugene
OSHD Truck Scale
N
Relocated
9

PUBLIC HEA
THROUGHWA
ACCESS CO

APPROVE

0.61 Mi.

DRG. NO. 1R-4-625


R. 3 W.W.M.
N
N
CITY LIMITS
OSHD Truck Scales
SANTIAM HWY
GOLDFISH FARM RD.
Relocated Highway
9
10
167+69.78 P.T. Bk. = Exist. 167+68.86 P.O.T. Ah. EQ.
END OF SURVEY Sta. 168+50
Existing Highway
CREEK
COX
To Lebanon
20

OREGON STATE HIGHWAY DIVISION

## SURVEY APPROVAL MAP

# PRICE RD.-GOLDFISH FARM RD.

## SANTIAM HIGHWAY

## LINN COUNTY

| | |
|---|---|
| SCALE: 1" = 400' | DATE: Oct., 1976 |

FOR DETAILS SEE DRG. NO. 9B-14-19

PUBLIC HEARING June 19, 1975
THROUGHWAY RESOLUTION ADOPTED None Required
ACCESS CONTROL Limited

APPROVED: 10-14, 1976

H. S. Coulter
[redacted] STATE HIGHWAY ENGINEER

2725

16

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE: 22-1306
INTER-OFFICE CORRESPONDENCE
October 11, 1976
Salem, Oregon

FROM: Gerald W. Wimer Gerald Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Station 141+50 Culvert
Price Rd.-Goldfish Farm Rd.
South Santiam Highway

TO: Duane Christensen
FINAL DESIGN ENGINEER

Attached is District Engineer Howard Johnson's September 1 report on the subject matter. Also, your August 20, 1976 letter of inquiry.

Mr. Johnson is correct that it should not be our obligation to improve the outlet ditch.

He is also correct that if we are not adding drainage or expecting a more rapid runoff, the present structure is adequate and can simply be extended. Any diversion by others would also not be our responsibility.

However, we are adding paved surface which will accelerate and increase the early runoff. This is not a great increase. We are also elevated. There has been backup around the VFW Hall. We would also be responsible to provide adequate opening for future increases in the runoff rate attributable to small minor areas as opposed to a major developer who might be obligated to provide containment for his development.

In summary, it is the recommendation of this office additional opening be provided at this time. We do not want the new pavement cut later. Besides, there would be a greater length of paved area to construct through in the future. The new culvert should be located slightly westerly to line up with the ditches in the area. The exact location should be determined by Hydraulics Engineer Dick Lenz. He should also determine the proper size.

GWW/dea
Attach.
cc: Dick Lenz
Howard Johnson
Dick Nelson

**REFERRED TO**
___ Beard ___ ___ Reed ___
✓ Cole WEC ___ Sample ___
___ Erikson ___ ___ Watson ___
___ Hager ___ ___ Wolfe ___
Discuss Do File Copy D...
FINAL DESIGN ENG

1 Versteeg ✓
___ Olson ___
2 Christensen Doc
___ Scott ___
___ Swenson ___
___ Savage ___
___ Trout ___

RECEIVED
OCT 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ___
Bring Up ___/___
Other ___

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE
Corvallis, Oregon
September 1, 1976

FILE: 22-1306

FROM: Howard C. Johnson
DISTRICT ENGINEER

SUBJECT: Price Road-Goldfish Farm Rd.
Santiam Highway
Linn County

TO: Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

REGION 2 ENGINEER
RECEIVED
SEP 03 1976
[✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ TOE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Refer to Duane O. Christensen's letter of August 20, 1976, regarding drainage on the above project.

Duane has concern for the downstream drainage from our 54 inch culvert at Station 141+50 because of a proposed City of Albany drainage that joins the same downstream channel. If the City of Albany drainage causes a backup through our culvert it would seem that it was truly their concern and not ours.

The downstream channel from Station 141+50 has been diverted by one property owner, allowed to choke up by the next property owner, been diverted and restricted by the next property owner and restricted by a city street (Price Road).

If we wish to assume an obligation to this channel then we should work with all parties to alleviate it. If we do not wish to assume responsibility we should merely provide for adequate drainage through the highway.

Our culvert appears to have been adequate for size during the immediate past. A drainage district for the area upstream and downstream has been on the horizon for several years that would render this culvert inadequate.

A decision on this would seem to be as follows:

1. If we do not materially increase or change the drainage then extension of the existing culvert should be considered.
2. If we add or change the drainage materially or if extension of the existing culvert is twenty feet or more we should look at a new installation based on the ultimate design and on a new channel alignment.

HCJ:mk
cc: Dick Nelson
Gerald Phillips

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 20, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Price Road-Goldfish Farm Road
Santiam Highway
Linn County

It has come to our attention that the City of Albany in conjunction with a private developer are proposing to construct a drainage ditch parallel to and 600' north of the centerline of the Santiam Highway. This ditch, as shown on the attached map, will drain overflow water from Cox Creek back into Cox Creek near Station 140+00.

In light of the above drainage project by the City there is concern that the additional water we will be draining through the existing 54" CMP at Station 141+50 may cause flooding problems that we may be obligated to do something about.

Please investigate and give us your recommendation. By copy of this letter I am also asking that Hydraulics review the drainage in this area and give us their comments and recommendations.

DOC:jh
Enclosure
cc: Frank E. Terpin
W. E. Cole
R. L. Lenz

FORM E-30 8725 16

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

**DATE** October 5, 1976

**TO** James H. Versteeg
Road Design Engineer

**FROM** John R. Oakes
John R. Oakes
Assistant R/W Engineer

**SUBJECT** ACCESS POINTS
Price Road-Goldfish Farm Road
Santiam Highway
Linn County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

JRO:ha
Att.

1 Versteeg ✓
Olson
2 Christensen DOC
3 Scott
Swenson
Savage
Trout

RECEIVED
OCT 06 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard Reed
✓ Cole WEC Semple
Eriksen Watson
Hager Wolfe

[✓ Return] Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

### ACCESS LIST PRICE ROAD-GOLDFISH FARM ROAD
### SANTIAM HIGHWAY

Access controlled as to location. Use unrestrict

| NAME | FILE | SIDE | STATION | RESERVATION WIDTH | APPROACH WIDTH |
|---|---|---|---|---|---|
| A. M. Ropp | 49402 | Southerly | 139+82 | 35' | 20' |
| S. M. Ropp | 23615 | Southerly | N/A | None | N/A |
| B. Ropp | 49403 | Southerly | 142+85 | 35' | 26' |
| Martin Swyter | 49404 | Southerly | 144+52 | 35' | 26' |
| Timber Road | N/A | Southerly | 145+58 | N/A | 26' |
| Jake Meyer, Jr. | 49405 | Southerly | 146+55 | 35' | 26' |
| Jake Meyer, Jr. | 49405 | Southerly | 147+65 | 35' | 26' |
| E. B. Hagedorn et al | 49406 | Southerly | 148+95 | 35' | 32' |
| E. B. Hagedorn et al | 49406 | Southerly | 150+20 | 35' | 32' |
| Aaron Ropp et al | 23615 | Southerly | 153+12 | 35' | 26' |
| Aaron Ropp et al | 23615 | Southerly | 155+40 | 35' | 26' |
| John Gisler et al | 49407 | Southerly | 156+40 | 35' | 26' |
| John Gisler et al | 49407 | Southerly | 159+95 | 35' | 26' |
| I. and K. R. Kennel | 23465 | Southerly | | None | |

APPROVED: J H Wusting 10-1-76
Design Engineer

APPROVED: John R Ocker
Right of Way Engineer

APPROVED:
Assistant State Highway Engineer

Submitted

Recommended

ESS LIST PRICE ROAD-GOLDFISH FARM ROAD
SANTIAM HIGHWAY

SOUTHERLY SIDE
Revised Sept' 1976

ontrolled as to location. Use unrestricted.

| RESERVATION WIDTH | APPROACH WIDTH | SURFACE MATERIAL | CONSTR' BY | REMARKS |
|---|---|---|---|---|
| 35' | 20' | AC | State | Restoration |
| None | N/A | N/A | N/A | Access unchanged elsewhere. |
| 35' | 26' | AC | State | Restitution. Future commercial potenti |
| 35' | 26' | AC | State | Restitution to used car lot |
| N/A | 26' | AC | State | Restitution to a platted, 40' roadway |
| 35' | 26' | AC | State | Restitution to commercial remainder |
| 35' | 26' | AC | State | Relocation of existing approach |
| 35' | 32' | AC | State | Restitution Heavy truck traffic |
| 35' | 32' | AC | State | Restitution Heavy truck traffic |
| 35' | 26' | AC | State | Restitution |
| 35' | 26' | AC | State | Restitution Slight adjustment westward facilitate construction |
| 35' | 26' | AC | State | Restitution Slight adjustment eastward facilitate construction |
| 35' | 26' | AC | State | Restitution possible complications due to grade |
| None |  |  |  | Complete restriction from partial only |

Submitted [redacted]: D. A. Turbell 9/29/76
Right of Way Agent

Recommended [redacted]: "
Locating Engineer

APPROVED: Gerald Wimer "

ROAD APPROACH LIST FOR RECONSTRUCTION IF DISTURBED BY CO
PRICE ROAD-GOLDFISH FARM ROAD
Access Uncontrolled
No Acquisitions

| NAME | SIDE | STATION | APPROACH WIDTH | SURFACE MATERIAL |
|---|---|---|---|---|
| A. & L. Kruse | Northerly | 139+82 | 26' | AC |
| Commercial Way | Northerly | 142+85 | Match | AC |
| W.O. & P.K. Mitchell | Northerly | 148+30 | 26' | AC |
| [illegible]O. & P.K. Mitchell | Northerly | 148+95 | 26' | AC |
| G.G. & G.A. Anderson | Northerly | 149+95 | 26' | AC |
| G.G. & B. Anderson | Northerly | 150+78 | 26' | AC |
| R.R. & C. Duggan | Northerly | 152+60 | 26' | AC |
| G.G. & B.A. Anderson | Northerly | 154+50 | 26' | AC |
| R.R. & C. Duggan | Northerly | 155+40 | 26' | AC |
| Goldfish Farm Road | Northerly | 159+95 | Match | AC |
| H.M. & F.N. Castoe | Northerly | 162+55 | 26' | AC |
| [illegible]M. & F.N. Castoe | Northerly | 163+80 | 26' | AC |
| H.M & F.N. Castoe | Northerly | 164+40 | 26' | AC |
| T. & S. Anderson | Northerly | 165+35 | 26' | AC |
| T. & S. Anderson | Northerly | 166+68 | 26' | AC |
| A.M. & A.M. Mitchell | Northerly | 167+50 | 26' | AC |

APPROVED: J H Wurstey 11-1-76
Design Engineer

APPROVED: John R. Oaker
Right of Way Engineer

APPROVED: and
Assistant State Highway Engineer

Submitted [redacted]:
Recommended [redacted]:
APPROVED:

OR RECONSTRUCTION IF DISTURBED BY CONSTRUCTION
CE ROAD-GOLDFISH FARM ROAD
Access Uncontrolled
No Acquisitions

Northerly Side
Revised Sept' 1976
Prefix: #22-1306-913

| APPROACH WIDTH | SURFACE MATERIAL | CONSTR' BY | REMARKS |
|---|---|---|---|
| 26' | AC | State | Restoration |
| Match | AC | State | Restoration to Public Road |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |
| Match | AC | State | Restoration to Public Road |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |
| 26' | AC | State | Restoration |

Submitted [redacted]: D. A. Terbell 9/29/76
Right of Way Agent

Recommended [redacted]: "
Locating Engineer

APPROVED: "
Regional Construction Engineer

8725

16

Salem, Oregon
September 22, 1976

Price Road - Goldfish Farm Road Section
Santiam Highway
Linn County

J. N. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

Attached are 6 descriptions and an authorization covering R/W for the subject project, which is scheduled for March 24, 1977.

Files 23465 and 23615 have been reactivated and revised and are also required for the project.

R/W prints will be delived to your office soon.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8725

16

Salem, Oregon
August 20, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Price Road-Goldfish Farm Road
Santiam Highway
Linn County

C. O. Fredrickson
Region 2 Engineer

It has come to our attention that the City of Albany in conjunction with a private developer are proposing to construct a drainage ditch parallel to and 600' north of the centerline of the Santiam Highway. This ditch, as shown on the attached map, will drain overflow water from Cox Creek back into Cox Creek near Station 140+00.

In light of the above drainage project by the City there is concern that the additional water we will be draining through the existing 54" CMP at Station 141+50 may cause flooding problems that we may be obligated to do something about.

Please investigate and give us your recommendation. By copy of this letter I am also asking that Hydraulics review the drainage in this area and give us their comments and recommendations.

DOC:jh
Enclosure
cc: Frank E. Terpin
W. E. Cole
R. L. Lenz

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 20 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8925

8

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 2, 1976

NOTED
E. S. HUNTER

Mr. Rod Orlando
Principal Planner, OD4COG
7 Wellsher Building
460 SW Madison
Corvallis OR 97330

611-11

Dear Mr. Orlando:

Thank you for your letter confirming action by the Executive Board of OD4COG.

The Highway Division is proceeding with plans for the Price Road-Goldfish Farm Road project. However, we cannot confirm at this time that a satisfactory project can be constructed with the funds available. We are directing our efforts toward that end and will keep you advised.

copy 7-1
ACC
Dist. #4

Very truly yours,

Frank E. Terpin
Location Engineer

GCW:mc

bc E. S. Hunter ✓
L. W. Rulien
J. H. Versteeg
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
MAR 2'76
REFER TO
FOR
Info Inves R/O D/R Sign Act File

Form 81-734-3123

7124

OREGON DISTRICT FOUR
COUNCIL OF GOVERNMENTS

#7 Wellsher Bldg., 460 S.W. Madison
Corvallis, Oregon 97330
(503) 753-9184

February 17, 1976

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Salem, OR 97310

Dear Mr. Hunter:

Thank you for your prompt reply to my January 22, 1976, letter. As related in that letter, the Linn-Benton Subdistrict, upon the recommendations of the OD4COG Technical Advisory Committee, took action which, in capsule, indicated that funds from the Corvallis and Lebanon bypass study projects should not be transferred to the Price-Goldfish Farm Road project and that this project should be funded at a reduced level which at that time was $478,836.

Since my last correspondence, the Executive Board of OD4COG has had an opportunity to review the action taken by the Subdistrict. The Board concurs with the Subdistrict's action and, in addition, recognizes the importance of the Price-Goldfish Farm Road project and stresses that a down-scoped project would be acceptable.

In conclusion, OD4COG urges the completion of the Price-Goldfish Farm Road project with the proceeds remaining from the highway bond program, after the appropriate funding allocations have been made to the higher priority projects. Please refer to my January 22, 1976, letter for the priorities of the projects which remained to be completed and their respective funding allocations.

Again, Thank you for your consideration of this matter. Please keep me informed as to the status of those projects which remain to be completed.

Sincerely,

Rod Orlando

Rod Orlando
Principal Planner

jh

RECEIVED
FEB 24 1976
LOCATION
SECTION

2/24/76 cc Aubin
Fredrickson

RECEIVED
STATE HWY ENGR
FEB 23 '76
REFER TO
Terpin
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | ✓ | | | |

**LINCOLN SUB-DISTRICT**
Lincoln County
Lincoln City
Newport
Siletz
Waldport

**LINN-BENTON SUB-DISTRICT**
Benton County
Corvallis
Philomath
Monroe
Linn-Benton I.E.D.
Linn County
Sweet Home
Lebanon
Albany
Tangent
Millersburg

8725

8

October 17, 1975

Mr. James E. Blair
Director of Public Works
Benton County Public Works Department
360 S. W. Avery Avenue
Corvallis, OR 97330

[illegible] in 21-4
[illegible]on W.
Pac.

Dear Mr. Blair:

This is in reply to your September 22 letter expressing desire for some improvement of the curves on the Alpine Junction-Monroe project.

169 H

As you point out, there will not be enough money from the first $25 million bond sale to fund both projects as originally planned. Consequently, we are in the process of downscoping the Price Road-Goldfish Road project to get it within available funds. Hopefully, enough savings can be realized to proceed with the Alpine Junction-Monroe project after bids are received on Price Road-Goldfish Road, perhaps with state forces as you suggest.

As a final note, $100,000 has been authorized for the preliminary engineering study on the Corvallis Bypass and work will start soon. This funding is to carry the study through the corridor hearing stage. A chart is attached outlining the activities involved and estimated times for each.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

bc F. B. Klaboe
H. S. Coulter (enc.)
L. W. Rulien
Victor D. Wolfe
J. H. Versteeg "
C. O. Fredrickson "
Howard Johnson "

WHT:jp/ESH:ja

# CORVALLIS BYPASS

# CORVALLIS-NEWPORT AND PACIFIC WEST HIGHWAYS ✓

# BENTON AND LINN COUNTIES

## ACTIVITY TIME FRAME TO CORRIDOR HEARING

| | | Time (Months) |
|---|---|---|
| 1. | Authority for survey, A-95 Notice of Intent and Review | 3 |
| 2. | Citizen involvement | 2 |
| 3. | Conduct reconnaissance studies | 6 |
| 4. | Prepare Draft Environmental Impact & 4-f Statement | 18 |
| 5. | Prepare reconnaissance study report | 4 |
| 6. | Prepare documents and advertise for corridor hearing | 2 |
| | Total Time | 35 |

Estimated Cost $100,000

**Benton County Public Works Department**
360 S.W. Avery Avenue
Telephone 753-7345
Corvallis, Oregon 97330

RECEIVED
STATE HWY ENGR
SEP 23 '75
REFER TO
FOR

| Info | Inves | R-D | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|
|  |  | ✓ |  |  |  |  |

September 22, 1975

E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

In a recent O.D. 4 C.O.G. Technical Advisory Committee meeting it was decided to make every attempt to tailor the Price Road - Goldfish Road (Albany) project on U.S. Highway 20 and the Alpine Junction - Monroe project on Oregon Highway 99 W. to meet available funds.

My particular concern is for the Alpine Junction - Monroe project since I feel doing something on the curves to correct the existing hazardous situation would be better than doing nothing.

I had a later conversation with Marvin Gloege and Harold Larkin, Mayor of Monroe. All concerned agreed that there is no opposition to working within the existing right-of-way and improving the curves to allow for safer traffic flow. I am positive that significant improvements can be made at a cost of between One Hundred Thousand and One Hundred Sixty Four Thousand Dollars maximum. This dollar amount would keep District 4 within the allocated 2.735 million dollars authorized and would not jeopardize other projects. We noted the presence of contingency funds within the current estimates provided with your July 17, 1975 letter to Marvin Gloege.

I would further suggest that perhaps this money be appropriated and that the work be accomplished through force account by the District Maintenance Engineer. The force account would allow much more flexibility in accomplishing the work and remaining within the allocated amount. I feel that this approach of attempting to live within an appropriated amount will keep the projects from snowballing into much larger projects than originally anticipated for the correction of hazardous situations.

RECEIVED
SEP 24 19
LOCATION
SEC.

In closing, I would like to indicate further concern for the status of the Corvallis Bypass Study. The bypass is a very important project to all of the citizens of Benton County as well as other State residents and tourists who will be using the much improved Highway 20 route to the coast.

Sincerely,

James E. Blair

James E. Blair
Director of Public Works

JEB:cp

cc: Marvin Gloege
Board of Commissioners
Harold Larkin
Howard Johnson

**OREGON STATE HIGHWAY DIVISION**

**REGION 2**

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
~~XXXXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 17, 1975

Mr. Larry D. King
279 SW Twin Oaks Circle
Corvallis, Oregon 97330

Dear Mr. King:

SUBJECT: Alpine Junction-Monroe Section
Pacific Highway West
Benton County

Thank you for your letter of September 15, and for your comments on the proposed project between Alpine Junction and Monroe. As we stated at the hearing, the comments of citizens such as yourself, will be analyzed and will be considered before a final solution to the problem on this section of highway, is decided upon. As was also brought out at the hearing, this particular improvement was studied at the request of the District 4 Council of Governments under the Bond Program for Highway Improvements in that district. They did not specifically ask for other projects, which in many people's opinion, would be as sorely needed as this one.

Our Traffic Information does indicate that this particular section has a higher than average accident rate, although, it may be possible that the majority of these accidents are the result of excessive speed. Allowing this condition to exist and allowing accidents due to excessive speed to occur, is not, in my opinion, the type of service that the Highway Division should be providing for the people of the State. We feel that it is necessary to eliminate any condition which causes repetitive accidents, regardless of the reason.

The improvemet of highways to keep traffic moving and to provide a decent driving service, is one way of providing a more efficient system and making i possible to conserve fuel. We have, in many cases, performed improvements on highways which are not as highly refined as those we would have performed hadthe fuel crisis and petroleum product shortage not existed, and we will continue to look at each project to see in what way we can best serve the public needs with a reasonable expenditure of tax dollars. There were, incidentally, approximately ten State Highway people at the public hearing.

RECEIVED
[illegible]
Assistant State Highway Engineer

NOTED
H. S. COULTER

cj [illegible]

Three of us attended a prior meeting in Corvallis and arrived just prior to the opening of the hearing. Several others were there during the informational session, and at least one car load came from a prior meeting on the Oregon Coast. It did not appear to me that the use of four automobiles was in any way as expensive for the people of Oregon as it would have been to have all this personnel at the informational hearing in order to avoid additional transportation.

We do appreciate your interest in this project and feel that your input as well as that of the other people who took the time and trouble to attend the hearing, will be valuable in our analysis of the project and in our selection of a final solution to this request and improvement.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson
REGION 2 ENGINEER

COF/elk

cc: H. S. Coulter w/attach.
Cecil Head w/attach.

Sept. 15, 1975

To: C. O. Fredrickson
Oregon State Highway Division
P.O. Box 30
Salem, Oregon 97310

From: Larry D. King
279 S.W. Twin Oaks Circle
Corvallis, Oregon 97330

Re: Proposed improvements of the Alpine Junction--
Monroe section of the Pacific Highway West
(U.S. 99 W)

Dear Sir,

I would like to make known my arguments azinst the proposed improvements of this section of the highway. As a twenty--six year resident of the area I feel somewhat qualified in my statements.

Considering your four alternative plans, I find alternate "D" the most promising because it has the least cost and the least amount of disruption to private citizens property. The other alternatives are out.

On paper alternative "C" looks by far the most likely choice because it eliminates several potentially hazardous areas of the road. This alternative, I feel is unacceptable because of massive disruption of personal property (total eviction in one case) and environmental problems. As you have stated there is a severe drainage problem associated with alternative "C" and this is true but, you failed to mention that when the railroad was using the tracks extensively, they had to continually build up their road grade because it kept sinking. This is a problem I feel you have not properly looked into unless you plan to use some new type of floating fill.

Alternatives "A", "B", and "C" all call for extensive intersection improvement. Why do we need these improvements? There are none other like them between Corvallis and Monroe even though the traffic density between Corvallis and the Corvallis airport is greater. All that needs to be done is to ease the grade approaching the Alpine cutoff road, remove a tree at the Alpine Junction Road, and clear a portion of land South of the Stone Pit Road and these intersections will be up to par with the rest of U.S. Highway 99W.

In your arguments you cite the high accident rate as a major concern. By far the majority of these accidents are the result of excessive speed. With this in mind it sounds to me as if the state is out to subsidize speeders.

In this age of fuel conservation, we should not be as much concerned with building roads for high speed traffic as in the past--this will defeat the purpose of fuel conservation, as the state highway department did in bringing four cars to the hearing on this subject, for six people.

If you feel you must improve U.S. 99W., I feel you should spend your money on improving the drainage ditch you call U.S. 99W. between Corvallis and Monroe (the already improved sections are severely concave in shape) because of the wet weather driving problems it creates (hydroplaining over 30 mph).

Cordially,

Larry D. King

TJK

UNITED STATES GOVERNMENT
*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: July 28, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon RF-177(-)
Alpine Junction-Alpine Cutoff Road
Pacific Highway West
Benton County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 7 letter has been reviewed. We do not concur with your finding that the proposed project constitutes a non-major action. Displacing nine persons with suitable relocation housing not available could have a significant social and economic impact on the community. Please reassess your proposal and resubmit your recommendation.

NOTED
E. S. HUNTER

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUL 29 '75
REFER TO
FOR
Info | Inves | R/D | C R | Sign | Act | File

7-29-75
ORIGINAL TO
L.W. Rulien
to handle.

FORM E-30

~~George~~
SHIRLEY
FILE

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1975

SUBJECT: Price Road-Goldfish Farm Road
Santiam Highway
Linn County

To: File

From: Eddie Y. Welsh
REGION ENVIRONMENTALIST

The typical section proposed for construction on this project has been modified since the publication of the environmental assessment. In order that the assessment will correspond with the proposal that will be presented at the hearing, the first page has been revised to read: "A 78 FOOT STREET SECTION WOULD BE CONSTRUCTED PROVIDING 12 FOOT TRAVEL LANES WITH EIGHT FOOT PAVED SHOULDERS OUTSIDE OF THE TRAVEL LANES. THE EIGHT FOOT PAVED SHOULDERS WOULD BE STRIPED FOR BICYCLE AND PEDESTRIAN TRAFFIC," instead of "A 70 foot street section would be constructed providing 12 foot travel lanes with four foot paved shoulders outside of the travel lanes. Curbs, sidewalks, and/or bikepaths are not proposed for this project."

EYW:jm

cc: Fredrickson
L. W. Rulien
Gary Potter ✓
J. E. Chaney
file

8725 8

PRO 4-3

FORM E-38

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 25, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien *LWRulien*
Project Management Engineer

SUBJECT Assessment and Project Category
Price Road-Goldfish Farm Road Section
Santiam Highway
Linn County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of Major action. (Non-significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED *ESH*
E. S. Hunter
Date *2-26-75*

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

RECEIVED
FEB 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

*L. 2-27-75*
ORIGINAL TO
*L.W. Rulien*
*w/att.*

8725 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 27, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RF-196(-)
Price Road-Goldfish Farm Road Section
Santiam Highway
Linn County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

NOTED
E. S. HUNTER

We have reviewed the project assessment for the subject project and concur in your recommendation for a negative declaration. One copy of the Project Assessment is returned as requested.

William H. Kappus
for G. L. Green

Attachment

12-4-74
cc: Rulien
Potter

RECEIVED
STATE HWY ENGR
DEC 3 '74
REFER TO
Hunter
FOR

cc Schroeder
12-4-74

RECEIVED
DEC 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

# PROJECT ASSESSMENT

**Project Manager** Eddie Y. Welsh **Date** October 28, 1974

## A. PROJECT IDENTIFICATION

**Name of Project** Price Road-Goldfish Farm Road RF-196(-) **Section**

**Location of Project** Santiam **Highway**

**City** Albany **County** Linn **Region** II

(proposed for State Bond funding)

**Est. Cost $** 480,000 R/W & Constr. Only **Length** 0.60 mile **Prefix** 22-1306

## B. BRIEF GENERAL DESCRIPTION OF PROJECT

The proposal presently provides for the reconstruction of an existing two-land section of the Santiam Highway through a well-developed commercial area that lies along the northerly side of the highway between Price Road and Goldfish Farm Road. The proposal would extend an existing four-lane channelized section that presently ends near Price Road to Goldfish Farm Road. Reconstruction would provide a four-lane two-way facility with the opposing traffic lane separated by a fourteen foot painted median that would allow continuous left turn movements.

A 70 foot street section would be constructed providing 12 foot travel lanes with four foot paved shoulders outside of the travel lanes. Curbs, sidewalks and/or bike paths are not proposed for this project.

## C. STATUS OF FHWA-OSHD ACTION

| | | Date |
|---|---|---|
| System Action | ☐ | |
| Program (PE) Approval | ☒ | 5/1/74 |
| Corridor Approval | ☐ | |
| Design Approval | ☐ | |
| P.S. & E. Approval | ☐ | |

## D. PRELIMINARY STUDY REQUIREMENTS

| | Yes | No |
|---|---|---|
| Study Area Environmental Inventory | ☐ | ☐ |
| Formal Environmental Classification Study | ☐ | ☐ |
| Formal Environmental Classification Study Completed | ☐ | ☐ |

CATEGORY
_____ PROJECT

## E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance ☐
Location (Field) ☐
Location (Office) ☒

Preliminary Design (Field) ☐
Preliminary Design (Office) ☐
Final Design ☐
Contract Plans Completed ☐

PNRS No. ____________
Date A-95 Submitted ____________
Date Reply Received ____________
Reply Not Required ☐

## F. STATUS OF PUBLIC HEARINGS

Hearing Not Required ☐
Hearing Not Requested ☐
Hearing Requested ☒

| | | Date |
|---|---|---|
| Corridor Hearing Held | ☐ | |
| Design Hearing Held | ☐ | |
| Combination Hearing Held | ☐ | |

## G. RESOURCE PERSONNEL ALLOCATION

| PERSONNEL | EFFORT REQUIRED* | | | COMMENT |
|---|---|---|---|---|
| | MINIMUM | AVERAGE | MAXIMUM | |
| Biologist | | | | |
| Urban Economist | | XXX | | |
| Agricultural Economist | | | | |
| Accoustical Engineer | | XXX | | |
| Air Quality Engineer | XXX | | | |
| Sociologist | | | | |
| Urban Planner | | | | |
| Landscape Architect | | | | |
| Geologist | | | | |
| Assistant Project Manager | | | | |

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## H. BRIEF SYNOPSIS OF PROJECT

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

HISTORY:

The subject project has been requested by the District 4 Council of Government to be constructed under the six year bond program. They have placed this request as their priority No. 21. Subsequently, a request for Authority for Survey dated May 1, 1974 was approved. The field location plans and estimates were completed and forwarded to the location office on 9/13/74.

PURPOSE:

The purpose of the project is to eliminate a congested area that has developed from an increasing highway traffic volume in conflict with a localized commuter, and commercial traffic. Average daily traffic for 1973 was 7,700 vehicles of all types.

SITING:

The project area lies immediately east of the Santiam-Pacific Highway Interchange. The horizontal alignment of the Santiam Highway is tangent throughout the project with slight curvatures at either end of the section. Vertical alignment is practically flat, rising slightly to the east, following the countour of the land. Cut and fill slopes are minimal. The northerly side of the highway is developed into a strip commercial area that extends from the interchange to the east as far as Cox Creek, where the roadside culture changes to open farm land. On the southerly side of the highway the developed area extends to the east as far as Price Road, the terrain changing abruptly into a relatively undeveloped

(Use more space if required)

rural area.

Price Road, near the westerly end of the project area, extends to the north and terminates at the Knox Butte Road. It serves the Timber Linn Park area. Goldfish Farm Road extends to the north and also terminates at the Knox Butte Road, but serves a growing residential and commercial area.

A third street (Commercial Way), approximately 600 feet north of Price Road, also extends to the north from the highway. This street is a rather short street dead ending at the cul-de-sac and serves a well developed commercial area.

To the east of Commercial Way, a short distance, an Oregon State Highway truck scale site extends along the northerly side of the highway for approximately 400 feet. As the scale site is no longer compatible with the surrounding land use, it is the intention of the Oregon State Highway Division to move the scale site to a new location east of Goldfish Farm Road. As funds are not available at this time to move the scale sight it will not be a part of this proposal. Neither has a proposed site been identified. At some future time a new site will be selected and acquired, and after removal of the existing scales, the present site would be made available for other development.

The comprehensive land use plan indicates that the present commercial area east of Pacific Highway I-5 and extending along the Santiam Highway would not be expanded and that continual development in the project area should be a low to medium density residential area.

This is in apparent conflict with the present zoning, in that the areas that are within the city limits are zoned C-2, which allows local business development within 410 feet of the highway. Areas outside of the city limits are zoned by Linn County as U.H.C. (Urbanizing Highway Commercial).

Albany City limits extend to the east in a gerrymander fashion along the Santiam Highway throughout the project area, encircling some parcels of land adjacent to the highway and excluding others. However, the comprehensive land use plan indicates a proposed urban area that extends to the north and south of the highway and for a considerable distance beyond the easterly end of the project.

## MAJOR EFFECTS:

The major adverse impact of the proposal would be acquistion of right-of-way. To minimize ROW related impacts, it is proposed that the highway be realigned to the south of the existing center line far enough for all new construction to be an extension to the southerly side of the present facility. No additional right-of-way would be required along the northerly side of the highway for this proposal. On the southerly side, approximately four acres of land would be required for right-of-way. One residential house with an associated business would be displaced. Otherwise the right-of-way would be from relatively undeveloped land. Acquistion of right-of-way would involve eight parcels of land ranging in size from 0.18 of an acre to 1.47 acres. One parcel of land would be affected significantly as the most suitable area for development is within the proposed right-of-way.

## OTHER GENERAL INFORMATION:

It is not anticipated that there will be any foundation or drainage problems requiring any special construction problems, nor are there any stream crossings within the project area. Due to the size of the project, it is not considered practical to develop a material source for rock aggregates. As there are enough commercial sources available stimulate a competitive bid, these sources would be considered.

Construction of this project will not significantly change existing noise levels or air quality. At the present time, noise levels are estimated to be 72 to 74 dBA at the right-of-way line which would be slightly above FHWA residential standards. However, the area is not particularly noise sensitive, being developed commercially along the northerly side of the highway and relatively undeveloped on the southerly side. The one residential building on the southerly side would be displaced in the right-of-way acquisition. Noise levels created by traffic can be expected to increase as traffic volumes continue to increase in the future. Traffic projections for the year 1994 indicate that there will be an average daily traffic of 18,800 vehicles of all types.

# I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

## 1. RIGHT OF WAY REQUIREMENT

None or Not Significant ☐ Significant Amount ☒ (Explain and Assess)

Approximately four acres of land would be required for right-of-way. Eight parcels of land under seven ownerships would be involved. One residential house and associated business would be displaced. One parcel of land would be significantly affected by loss of suitable commercial frontage.

## 2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No ☒ Yes ☐ (Explain and Assess)

b. Adjacent Land Use? No ☒ Yes ☐ (Explain and Assess)

c. Adjacent Land Access? No ☒ Yes ☐ (Explain and Assess)

## I. BASIC CONSIDERATIONS (Continued)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No ☒ Yes ☐ (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

None.

This is an improvement of an existing facility. Design alternatives have been considered, but are not identified in this proposal.

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

## J. TYPE OF DOCUMENT REQUIRED

| | | | | | |
|---|---|---|---|---|---|
| Draft E. I. S. | ☐ | Negative Declaration | ☒* | Statewide Negative Declaration | ☐ |
| Final E. I. S. | ☐ | Section 4(f) | ☐ | Environmental Assessment | ☐ |

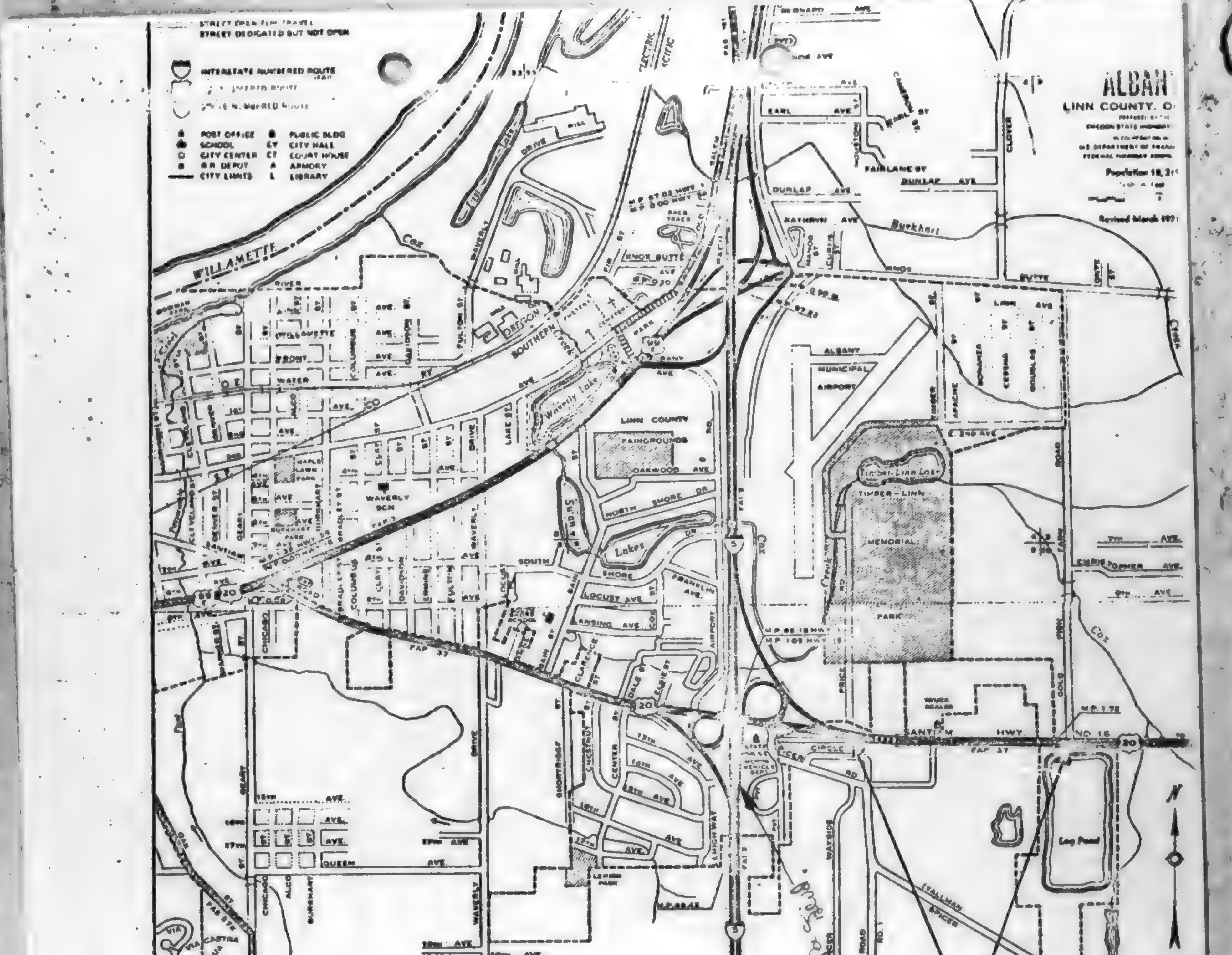
* If this project were Federally funded a Neg.Dec. would be required.

## K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document

Date

FHWA AREA ENGINEER

STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
ALBAN
LINN COUNTY, O
Population 18,21
Revised March 1971
WILLAMETTE
Cox
SOUTHERN
PACIFIC
ELECTRIC
LINN COUNTY FAIRGROUNDS
OAKWOOD AVE
NORTH SHORE DR
SOUTH SHORE
Lakes
Waverly Lake
WAVERLY SCH
LOCUST AVE
LANSING AVE
FRANKLIN AVE
ALBANY MUNICIPAL AIRPORT
Timber-Linn Lake
TIMBER-LINN MEMORIAL PARK
Burkhart
KNOX BUTTE
DUNLAP AVE
SANTIAM HWY NO 16
FAP 37
20
5
STATE MOTOR VEHICLE DEPT
CIRCLE
WAYSIDE
Log Pond
TALLMAN
SPICER
QUEEN AVE
LEHIGH
HIGHWAY
NO 1
GRAND PRAIRIE ROAD
GRAND PRAIRIE SCH
SOUTH ALBANY HIGH SCH
Periwinkle
Canal
Oak Creek
CHICAGO
COLUMBUS
GEARY
WAVERLY
34TH AVE
BURKHART ST
Project Limits
Site

8726 Upper Calapooia R. Br. Sec. 197
of FAS A482 (Calapooia R. Rd.)
(Grading, paving & structure)

C+A 5876 11-15-76, 6-9-77

8726

**OREGON STATE HIGHWAY DIVISION**

ORM 81-734-1150

# HIGHWAY DIVISION INVOICE

**NO.** 132057

| ATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 6-24-81 | CC 81-26 | | 321.00<br>522-1082-296-00-000 8,389.20<br>522-1082-297-00-000 (8,389.20) |

LINNCTY

Linn County Board of Commissioners
Courthouse
Albany, OR 97321
Attn: Willis Grafe, County Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
**SEND REMITTANCE TO:**
**OREGON STATE HIGHWAY DIVISION**
**TRANSPORTATION BUILDING**
**SALEM, OREGON 97310**

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Upper Calapooia River Bridge Section on FAS-A482 | | | |
| This is an FAS-C Project #RS-A482(1&2) | | | |
| County Share of Project Costs | | | $69,139.27 |
| County Advance Deposit | | | 60,750.00 |
| AMOUNT DUE | | | 8,389.27 |

8.7.26

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 6-5-81 | CC 81-26 | | 522-2510-297<br>522-1082-297 |

**BILL TO:** Code:

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321
Attn: Willis Grafe, County Engineer

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Upper Calapooia River Bridge Section on FAS-A482 | | | |
| This is an FAS-C Project #RS-A482(1&2) | | | |
| County Share of Project Costs | | | $69,139.27 |
| County Advance Deposit | | | 60,750.00 |
| (Please attach a copy of the Itemized Statement to billing) | | | |

39 Ton load Limit
4/24/78 from Willis Grafe

| | |
|---|---|
| Advance Deposit Amount | $60,750.00 |
| Advance Deposit Previously Transferred to Highway Fund | $45,750.00 |
| Balance | $15,000.00 |
| Transfer to Highway Fund | $15,000.00 |
| Refund Due | $ - - -- |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | CC 1855 |

Amount Due . . . . . $ 8,389.27

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D E Swan
D. E. Swan

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 6-5-81

COUNTY LINN **Contract No.** 8726 **Date Completed** 9-19-79

**PROJECT #** RS-A482(1&2) **Section** Upper Calapooia River Bridge

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| R/W Land Purchase | (Federal Participation) | $ 15,235.00 |
| Acquisition Expense | | 6,092.29 |
| | | $ 21,327.29 |
| Taxes | (Non Participation) | $ 3.19 |
| Total R/W Costs | | $ 21,330.48 |
| R/W Federal Funds Collected | | 16,677.94 |
| Construction | | |
| Payment to Contractor | (Federal Participation) | $487,764.55 |
| Striping by State | | 226,55 |
| Engineering | | 71,390.22 |
| EEO | | 482.20 |
| | | $559,863.52 |
| Payment to Contractor | | $ 5,607.95 (?) |
| Interest Paid Contractor | | 55.34 |
| Engineering | | 245.97 |
| | | $ 5,909.26 |
| Total Construction Cost | | $565,772.78 |
| Federal Funds Collected for Construction | | $437,813.27 |
| Total Federal Funds Collected | | $454,491.21 |

County Share of Costs are as follows:
1/2 ($21,327.29 + $559,863.52 - $16,677.94 - $437,813.27 + $245.97)
+ $5,607.95 + $55.34 + $3.19 = $69,139.27

| | |
|---|---|
| County Share of Costs | $69,139.27 |
| County Advance Deposit | 60,750.00 |
| AMOUNT DUE STATE | $ 8,389.27 |

**Reference:** **Billing Form** CC 81-26

FORM 734-1745

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Upper Calapooia River Bridge Section<br>FAS A482 (Calapooia River Road)<br>Linn County | | | | | |
| | Type Code Y070<br>Archeological Salvage | All | Required | | $ 185.68 | State |
| | Preliminary Engineering<br>Type Code P.E.<br>State | All | Required | | 43,793.68 | |
| | Construction<br>Type Code 6201<br>Roadway (Sta. 14+50 To Sta. 19+53)(Sta. 22+25 To Sta. 26+00)<br>Final Contract Payment Summary | Lump | Sum | | $164,447.60 | |
| SFO | #1 Permanent Striping | All | Required | | 226.55 | |
| | Total Type Code 6201 Participating Construction | | | | $164,674.15 | |
| | Type Code X081<br>Structure, Bridge #12848 (Sta. 19+53 To Sta. 22+25)<br>Final Contract Payment Summary | Lump | Sum | | $323,316.95 | |
| | Total Construction Cost | | | | $487,991.10 | |
| | Construction Engineering<br>State<br>Type Code 6201 $24,272.67<br>Type Code X081 47,117.55 | All | Required | | $ 71,390.22 | |
| | Misc. Project Costs<br>Equal Opportunity Program Expense<br>Type Code 6201 $163.95<br>Type Code X081 318.25 | All | Required | | 482.20 | |
| | Total Participating Costs | | | | $603,842.88 | |
| | Nonparticipating Items<br>Preliminary Engineering | All | Required | | $ 120.55 | State |
| | Final Contract Payment Summary | Lump | Sum | | 5,607.95 | |
| | Interest Paid to Contractor | All | Required | | 55.34 | |
| | Construction Engineering | All | Required | | 245.97 | |
| | Total Nonparticipating Costs | | | | $ 6,030.11 | |
| | Total Costs | | | | $609,872.99 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/12/81 | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

GPO 944 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

| | |
|---|---|
| STATE<br>Oregon | FEDERAL AID PROJECT NO.<br>Post RS-A-482(1) |
| PROGRAM APPROVED | VOUCHER PERIOD<br>From: 2-2-77 To: 6-23-80 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $609,872.99 | $603,842.88 | 78.20% | $472,205.13 | $472,205.13 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | Oregon |
| PASSED FOR PAYMENT | | 3-18-81 |
| FORWARDED BY FHWA DIVISION OFFICE | V.E. Skoog, Controller | |

0.00

609872.99
- 43793.68
- 185.68
- 120.55
565,773.08 (78.2%) = 442,434.55

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (*Payee must not use this column*) |
|---|---|---|---|---|---|---|
| | Upper Cala Pooya River Bridge<br>Linn County<br>RS-A-482(2) | | | | | |
| | Type Code R.O.W. | | | | | |
| | Right of Way (Sta. 14+50 To Sta. 26+00) | | | | | |
| | Right of Way | All | Required | | $15,235.00 | |
| | Total Right of Way Costs | | | | $15,235.00 | |
| | Acquisition Expense | | | | | |
| | State | All | Required | | $ 6,092.29 | |
| | | | | | $21,327.29 | |
| | Nonparticipating Items | | | | | |
| | Acquisition Expense | All | Required | | $ 3.19 | |
| | Total Nonparticipating Cost | | | | $ 3.19 | |
| | Total Cost | | | | $21,330.48 | |
| | Participating costs are for Right of Way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer. | | | | | |
| | No plan revisions required. | | | | | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/12/81. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. Post Final RS-A482(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 7-27-77 To: 12-31-79

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $21,330.48 | $21,327.29 | 78.20% | $16,677.94 | $16,677.94 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | Oregon |
| PASSED FOR PAYMENT | | 3-10-81 |
| FORWARDED BY FHWA DIVISION OFFICE | V.E. Skoog, Controller | |

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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TOTAL TO DATE JOB COST SUMMARY                                         APRIL 1981

                                                                         FISCAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH    YEAR TO DATE

  UPPER CALAPOOS BR SECT        CONT NO       # FA PROJ NOS RS  482002 100
                                    522   2510    296     00 M 9                  1,620.87
                                    522   2510    298     00 M 9                  1,620.87CR
                                    522   2510    401     00 P 1
                                    522   2510    403     00 P 1
                                    522   2510    405     00 P 1
                                    522   2510    407     00 P 1
                                    522   2510    409     00 P 1
                                    522   2510    412     00 P 1
                                    522   2510    413     00 P 1
                                    522   2510    413     00 M 1
                                    522   2510    414     00 P 1
                                    522   2510    415     00 P 1
                                    522   2510    426     00 P 1
                                    522   2510    920     00 P 1
                                    522   2510    930     00 P 1
                                                  TOT     P1
                                                  TOT     M1
                                              ** JOB TOTALS **          **               **

  THOMAS CK. DEWARKEY BR SECT   CONT NO         FA PROJ NOS RS  496002 100
                                    522   2511    296     00 M 9
                                    522   2511    297     00 M 9
                                    522   2511    298     00 M 9
                                    522   2511    401     00 P 1
                                    522   2511    407     00 P 1
                                    522   2511    409     00 P 1
                                    522   2511    409     40 P 1
                                    522   2511    412     00 P 1
                                    522   2511    414     00 P 1                      11.20
                                    522   2511    415     00 P 1
                                    522   2511    426     00 P 1
                                    522   2511    920     00 P 1                      14.64
                                    522   2511    930     00 P 1                       9.17
                                    522   2511    950     00 P 1
                                                  TOT     P1                          37.01
                                              ** JOB TOTALS **          **            37.01  **

  S SANTIAM R BR(SWTHOME)PLST V CONT NO         FA PROJ NOS RS  483002 100
                                    522   2514    412     00 P 1   742.88            742.88
                                                  TOT     P1       742.88            742.88
                                              ** JOB TOTALS **     742.88  **        742.88  **

  PUDDING RIV BR-HUSON RD       CONT NO         FA PROJ NOS RS  585001 100
                                    524   2518    296     00 M 9
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Y                                                         APRIL 1981          PAGE 1094

                                                            FISCAL           GRAND TOTAL
ENT          PREFIX         FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE

     CONT NO        * FA PROJ NOS RS  482002 100                                           STATE
        522     2510      296        00 M 9                  1,620.87         16,677.94CR
        522     2510      298        00 M 9                  1,620.87CR       16,677.94
        522     2510      401        00 P 1                                    7,495.00
        522     2510      403        00 P 1                                    3,000.00
        522     2510      405        00 P 1                                    4,740.00
        522     2510      407        00 P 1                                    2,705.83
        522     2510      409        00 P 1                                      300.00
        522     2510      412        00 P 1                                      594.28
        522     2510      413        00 P 1                                       12.97
        522     2510      413        00 M 1                                        3.19
        522     2510      414        00 P 1                                    1,439.46
        522     2510      415        00 P 1                                       13.40
        522     2510      426        00 P 1                                        1.00
        522     2510      920        00 P 1                                       28.14
        522     2510      930        00 P 1                                      997.21
                          TOT           P1                                    21,327.29
                          TOT           M1                                         3.19
                       ** JOB TOTALS **                **              **     21,330.48  **

     CONT NO          FA PROJ NOS RS  496002 100                                           STATE
        522     2511      296        00 M 9                                    6,262.00CR
        522     2511      297        00 M 9                                      632.00
        522     2511      298        00 M 9                                    5,630.00
        522     2511      401        00 P 1                                    3,100.00
        522     2511      407        00 P 1                                    2,002.09
        522     2511      409        00 P 1                                       50.00
        522     2511      409        40 P 1                                    1,002.49
        522     2511      412        00 P 1                                      379.27
        522     2511      414        00 P 1                        13.20         840.24
        522     2511      415        00 P 1                                       20.10
        522     2511      426        00 P 1                                       64.41
        522     2511      920        00 P 1                        14.64          14.64
        522     2511      930        00 P 1                         9.17         250.83
        522     2511      950        00 P 1                                       18.75
                          TOT           P1                         37.01       7,742.82
                       ** JOB TOTALS **                **          37.01   **  7,742.82  **

ST & CONT NO          FA PROJ NOS RS  483002 100                                           STATE
        522     2514      412        00 P 1        742.88            742.88          742.88
                          TOT           P1         742.88            742.88          742.88
                       ** JOB TOTALS **            742.88  **        742.88  **      742.88  **

     CONT NO          FA PROJ NOS RS  585001 100                                           STATE
        524     2818      296        00 M 9                                   [illegible]CR
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                                     522    1071       950        00 P 1
                                                       TOT        P1                  12.48               178.93
                                                       TOT        N1                                    2,500.00
                                                    ** JOB TOTALS **                  12.48    **       2,678.93  **

UPPER CALAPOOIA RIV BR          CONT NO 8726 * FA PROJ NOS RS  482001 100
                                     522    1082       201        00 P 1
                                     522    1082       201        00 N 1
                                     522    1082       206        00 N 1     Interest
                                     522    1082       270        01 P 1     SFC  Striping
                                     522    1082       296        00 N 9                                6,335.27CR
                                     522    1082       298        00 N 9                                6,335.27
                                     522    1082       900        00 P 1     Eng                          500.28
                                     522    1082       900        00 N 1
                                     522    1082       920        00 P 1     Proj Mgt                      29.28
                                     522    1082       950        00 P 1     Eng
                                     522    1082       985        00 P 1     [illegible]
                                                       TOT        P1                                      529.56
                                                       TOT        N1
                                                    ** JOB TOTALS **                           **         529.56  **

BR ENDGUARDRAILPROJ COUNTYRDS CONT NO 8899 * FA PROJ NOS HES 00S017 100
                                     522    1091       201        00 P 1



TOTAL TO DATE JOB COST SUMMARY                                                               APRIL 1981
                                                                                                FISCAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX          FUNCTION    GR   CURRENT MONTH       YEAR TO DATE
                                     522    1091       203        00 P 1
                                     522    1091       208        00 N 1
                                     522    1091       296        00 N 9                               30,348.93CR
                                     522    1091       297        00 N 9                               30,227.28
                                     522    1091       298        00 N 9                                  121.65
                                     522    1091       900        00 P 1                                  124.45
                                     522    1091       900        00 N 1                                   22.96
                                     522    1091       920        00 P 1
                                     522    1091       927        00 N 1
                                     522    1091       928        00 N 1
                                     522    1091       985        00 P 1
                                                       TOT        P1                                      124.45
                                                       TOT        N1                                       22.96
                                                    ** JOB TOTALS **                           **         147.41  **

  THOMAS CREEK (DEVANEY) BR     CONT NO 9090   FA PROJ NOS BRS 496003 100
                                     522    1094       201        00 P 1                              411,282.65
                                     522    1094       203        00 P 1                                1,575.00CR
                                     522    1094       204        00 P 1                               11,720.99
                                     522    1094       296        00 N 9                              366,941.16CR
                                     522    1094       297        00 N 9
                                     522    1094       298        00 N 9                              365,941.16
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        522   1071          950       00 P 1                                                      1,056.15       78      79
                            TOT       P1                    12.48               178.93          381,291.66
                            TOT       N1                                      2,500.00           21,913.31
                         ** JOB TOTALS **                   12.48    **       2,678.93    **    403,204.97    **

   CONT NO 8726 * FA PROJ NOS RS  482001 100                                                                 STATE
        522   1082          201       00 P 1                                                    487,764.55 ✓    78      79
        522   1082          201       00 N 1                                                      5,607.95      79      80
        522   1082          206       00 N 1     Interest -                                          55.34 ✓    80      80
        522   1082          270       01 P 1     SFO - Stripes                                      226.55 ✓    79      79
        522   1082          296       00 N 9                                  6,335.27CR        437,813.27CR    78      81
        522   1082          298       00 N 9                                  6,335.27          437,813.27      78      81
        522   1082          900       00 P 1     Eng                            500.28           67,373.76 x    78      80
        522   1082          900       00 N 1                                                        245.97      78      79
        522   1082          920       00 P 1     Proj Mngt                       29.28               29.28 x    80      80
        522   1082          950       00 P 1     Eng                                              3,987.18 x    78      79
        522   1082          985       00 P 1     EEO                                                482.20      78      79
                            TOT       P1                                        529.56          559,863.52
                            TOT       N1                                                          5,909.26
                         ** JOB TOTALS **                            **         529.56    **    565,772.78    **

TYROS CONT NO 8899 * FA PROJ NOS HES 00S017 100                                                              STATE
        522   1091          201       00 P 1                                                    137,982.67       79      79
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RY                                                                    APRIL 1981          PAGE  295

                                                                        FISCAL            GRAND TOTAL         ACTIVE YRS
THENT             PREFIX          FUNCTION   GR   CURRENT MONTH      YEAR TO DATE          TO DATE            BEG     END
        522   1091          203       00 P 1                                                    100.00CR      79      79
        522   1091          208       00 N 1                                                     12.48CR      79      79
        522   1091          296       00 N 9                                 30,348.93CR        165,951.57CR    79      81
        522   1091          297       00 N 9                                 30,227.28           30,227.28      80      81
        522   1091          298       00 N 9                                    121.65          135,724.29      79      80
        522   1091          900       00 P 1                                    124.45           12,584.06      79      80
        522   1091          900       00 N 1                                     22.96               56.12      79      80
        522   1091          920       00 P 1                                                         62.41      79      79
        522   1091          927       00 N 1                                                          6.09      79      79
        522   1091          928       00 N 1                                                          6.39      79      79
        522   1091          985       00 P 1                                                        275.63      79      79
                            TOT       P1                                        124.45          150,804.77
                            TOT       N1                                         22.96               56.12
                         ** JOB TOTALS **                            **         147.41    **    150,860.89    **

R       CONT NO 9090    FA PROJ NOS BRS 496003 100                                                           STATE
        522   1094          201       00 P 1                               411,282.65          645,702.35      80      81
        522   1094          203       00 P 1                                 1,575.00CR          1,575.00CR    81      81
        522   1094          204       00 P 1                                11,720.99                          80      81
        522   1094          296       00 N 9                               365,941.16CR        669,785.00CR    80      81
        522   1094          297       00 N 9                                                   112,460.00      80      80
        522   1094          298       00 N 9                               365,941.16          557,325.00      80      81
```

8726

Office Of
**LINN COUNTY ENGINEER**
3010 Ferry Street, SW
ALBANY, OREGON 97321

**NEAL D. MICHAEL**
Roadmaster

**WILLIS R. GRAFE, P.E.**
County Engineer

May 13, 1981

REGION 2 ENGINEER
RECEIVED
MAY 1[illegible] 1981
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV 5 RFE

Mr. Phillip O. Stearns
Region Federal Aid Engineer
East Salem Highway Building
2940 East State Street
Salem, Oregon 97310

Re: South Santiam River Bridge
FAS-A-483, C. R. #906

Dear Mr. Stearns:

In response to your recent inquiry, Linn County hereby requests that a Federal Aid participation ratio of 78% Federal funds, 22% local funds be utilized on this project.

Thank you for bringing this matter to our attention.

Sincerely,

Willis R Grafe
Willis R. Grafe
Linn County Engineer

WRG:bms

8726 P

**LINN COUNTY ROAD DEPARTMENT**
3010 Ferry Street, SW
Albany, Oregon 97321
Phone 967-3919

**NEAL D. MICHAEL**
Roadmaster

**WILLIS R. GRAFE, P.E.**
County Engineer

January 27, 1981

REGION 2 ENGINEER
RECEIVED
☐ RLE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☒ RFE

Mr. Phillip O. Stearns
Region Federal Aid Engineer
East Salem Highway Building
2940 East State Street
Salem, Oregon 97310

Re: Upper Calapooya River Bridge
FAS-A-482, C. R. #759

Dear Mr. Stearns:

In response to your recent inquiry, Linn County hereby requests that a Federal Aid participation ratio of 78% Federal funds, 22% local funds be utilized on this project.

Thank you for bringing this matter to our attention.

Sincerely,

Willis R Grafe
Willis R. Grafe
Linn County Engineer

WRG:bms

c.c. Jan Peterson

.8726

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
8-36

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-30-80

Oregon

County
Linn

Project Number
RS-A482(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28, 19 77, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 596,046.00 | $ 604,587.00 |
| Federal funds | $ 465,868.00 | $ 472,543.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction bid items, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of July, 1980.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XX For: H.S. Coulter

State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
*(Division Administrator)*

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

~~Hect~~
Gen. File

Oregon State Highway Division
Salem, Oregon July 29, 1980

Federal Aid Project
No. RS-A482(1)

Upper Calapooia River Bridge Section
FAS A482 (Calapooia River Road)
Linn County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering — All Required — $ 44,000.00

Type Code 6201
Roadway (Sta. 14+50 to Sta. 19+53) (Sta. 22+25 to Sta. 26+00)

Subtotal of previous estimate of May 23, 1978 — $158,995.00

Previous Estimate

| | | | |
|---|---|---|---|
| Class "B" Asphalt Concret | 650 Ton | 25.00 | $ 16,250.00 |
| | | | $ 16,250.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| Class "B" Asphalt Concrete | 960 Ton | 25.00 | $ 24,000.00 |
| | | | $ 24,000.00 |

| | |
|---|---|
| Increase | $ 7,750.00 |
| Subtotal | 166,745.00 |
| Engineering | 22,255.00 |
| | $189,000.00 |

Type Code X081
Structure, Bridge #12848 (Sta. 19+53 to Sta. 22+25)

Total the same as previous estimate of May 23, 1978 — $371,587.00

Length of Roadway -------------- 0.166 mi.
Length of Structure ------------ 0.052 mi.
Length of Project -------------- 0.218 mi.
Cost of Roadway per mile ------- $1,138,554.21

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 44,000.00 | $ 34,390.00 | $ 9,610.00 | $ ------- |
| Roadway | 189,000.00 | 147,721.00 | 20,639.50 | 20,639.50 |
| Structure | 371,587.00 | 290,432.00 | 40,577.50 | 40,577.50 |
| TOTAL | $604,587.00 | $472,543.00 | $70,827.00 | $ 61,217.00 |

| | |
|---|---|
| Group | 1-100% |
| Contract No. | 8726 |
| Prefix | 522-1082 |
| Prefix | 522-1948 |

8726

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>5-89 | | |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Malheur |
| MODIFICATION NUMBER<br>1 | 7-23-80 | Project Number<br>SR-B482(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 8, 1980, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 24,681.00 | $ 256,482.00 |
| Federal funds | $ 21,756.00 | $ 226,088.00 |
| Other revisions | | |

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of July, 1980.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Hwy. Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 29, 1980

Federal Aid Project
No. RS-A482(1)

Upper Calapooia River Bridge Section
FAS A482 (Calapooia River Road)
Linn County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 44,000.00 |

Type Code 6201
Roadway (Sta. 14+50 to Sta. 19+53) (Sta. 22+25 to Sta. 26+00)

| | |
|---|---|
| Subtotal of previous estimate of May 23, 1978 | $158,995.00 |

Previous Estimate

| | | | |
|---|---|---|---|
| Class "B" Asphalt Concret | 650 Ton | 25.00 | $ 16,250.00 |
| | | | $ 16,250.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| Class "B" Asphalt Concrete | 960 Ton | 25.00 | $ 24,000.00 |
| | | | $ 24,000.00 |

| | |
|---|---|
| Increase | $ 7,750.00 |
| Subtotal | 166,745.00 |
| Engineering | 22,255.00 |
| | $189,000.00 |

Type Code X081
Structure, Bridge #12848 (Sta. 19+53 to Sta. 22+25)

| | |
|---|---|
| Total the same as previous estimate of May 23, 1978 | $371,587.00 |

Length of Roadway -------------- 0.166 mi.
Length of Structure ------------ 0.052 mi.
Length of Project -------------- 0.218 mi.
Cost of Roadway per mile ------- $1,138,554.21

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 44,000.00 | $ 34,390.00 | $ 9,610.00 | $ ------- |
| Roadway | 189,000.00 | 147,721.00 | 20,639.50 | 20,639.50 |
| Structure | 371,587.00 | 290,432.00 | 40,577.50 | 40,577.50 |
| TOTAL | $604,587.00 | $472,543.00 | $70,827.00 | $ 61,217.00 |

| | |
|---|---|
| Group | 1-100% |
| Contract No. | 8726 |
| Prefix | 522-1082 |
| Prefix | 522-1948 |

STATE COPY

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>1-23 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>1-8-80 | State<br>Oregon<br>County<br>Malheur<br>Project No.<br>SR-B482(1) |
|---|---|---|

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Jordon Valley, S.E. 1.83 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 10-23-79 | 1.83 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 88.15%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 24,681.00 | $ 21,756.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Asst. State Highway Engineer
*(Title)*
~~SK~~ For: H. S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator 1-8-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon December 20, 1979

Federal Aid Project
No. SR-B482(1)

**Jordan Valley-Idaho State Line Section**
**County Road in Malheur County**

Project Agreement Estimate

**Type Code P.E.**
**Preliminary Engineering**

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 9,400.00 |
| | TOTAL | $ 9,400.00 |

**Type Code Y007**

| | | |
|---|---|---|
| C.F.O. #1 Install STructure Plate Arch Pipe | All Required | $14,281.00 |
| | Engineering | 1,000.00 |
| | TOTAL | $15,281.00 |

Length of project - - - - - 1.83 miles

**SUMMARY OF FUNDS**

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 9,400.00 | $ 8,286.00 | $ 557.00 | $ 557.00 |
| Structure Plate Arch Pipe | 15,281.00 | 13,470.00 | 905.50 | 905.50 |
| Retain in Program<br>PS&E Preparation | 150,318.00 | 132,506.00 | 8,906.00 | 8,906.00 |
| TOTAL | $174,999.00 | $154,262.00 | $10,368.50 | $10,368.50 |

Group 1 - 100%
Prefix - 523-1989
Pro Rata - 88.15%

#8726

## STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-23-80

# FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)*

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-A482(1)
2. COUNTY Linn
3. STATE Oregon 8726

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved (1) construction of roadbed grading, aggregate base and asphalt concrete pavement, and (2) construction of a bridge over the Calapooia River. The bridge, No. 12848A, is 272 feet long and has a roadway width of 30 feet. The job was completed June 19, 1979 on the Upper Calapooia River Bridge Section of FAS A482 (Calapooia River Rd.), approximately ten miles south of Sweet Home.

5. CONTRACTOR'S NAME Ross Brothers Construction, Inc.
6. CONTRACT AMOUNT $ 478,785.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

RECEIVED STATE HWY ENGR
JUL - 3 '80
REFER TO
FOR
File
Act
Sign
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9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width ______ feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| 6201<br>X081 | 0.166 | 30 | X081 | 0.052 |

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY WILLIAM H. KAPPUS
11. DATE OF INSPECTION 6/19/79
12. IN COMPANY WITH OSHD - J. WIMER, T. LITCHFIELD, J. MARTIN LINN CO. - W. GRAFE

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE William H. Kappus | | 16. SIGNATURE G. K. Hossner G. K. Hossner | |
| 14. TITLE Area Engr. | 15. DATE 6/23/80 | 17. TITLE Field Operations Engineer | 18. DATE 6-23-80 |

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

#8726

January 24, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
Contract #8726

Gentlemen:

Contract No. 8726 awarded to Ross Bros. Construction, Inc. for work on the Upper Calapooia River Bridge on FAS A482 in Linn County was completed on June 19, 1979, and accepted by the State Highway Engineer on January 22, 1980.

Final payment in the amount of $2,000.00 will be released to the contractor after January 29, 1980. The total contract amount is $493,372.50, including $8,698.52 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8726

9-11-79

REFERRED TO
Board
✓ Staudenmeyer
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SEP 11 1979
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Upper Calapooia River Bridge

Contract No. ~~8276~~ 8726

## NARRATIVE REPORT

Contract No. 8726 was awarded May 15, 1978 to Ross Bros. Construction in the amount of $478,785.00.

The contract called for the constructing on a new alignment, a bridge to replace a badly deterioated structure on Linn County Road FAS A482 which crosses the Upper Calapooia River.

### Roadwork

The new alignment required an embankment to support the easterly bridge approach and a cut for the westerly approach.

Because the quantity of material obtained from the cut would be insufficient to construct the fills, a borrow area was provided.

Material from both sources was almost constantly moist because of the many subterranean water courses throughout the area. This material was mixed with imported dry material to speed stabilization.

Such urgency was dictated by the rapidly deteriorating condition of the old bridge. After Linn County requested the construction schedule to be expedited, subbase stabilization was further speeded by initiating a price agreement to allow importation of 3"-0 crushed rock as a subbase veneer. This material effectively bridged the softer areas, allowing earlier than scheduled paving of the new alignment and earlier opening of the new bridge to traffic.

The major extra work associated with the grading was EWO No. 3 which provided for installing 8 inch galvanized perforated pipe along the northwest side of the approach to protect the subbase from subterranean water draing down the slope of the cut.

### Structural Work

The bridge drawings were generally well done. The major difficulty involved the details for Bents 1 and 4. Bent 4 was depicted looking back on station, a confusing and totally unnecesary method of detailing. Adding to the confusion was the notation: "(Bent 1 Similar)" and "(Looking Back on Station)". This arrangement caused the field crew to spend long minutes in mental flip-flopping in efforts to orientate the details to the rest of the design.

The beam spacings shown for Bents 1 and 4 also were in error and somehow not discovered before the dowels were set. EWO No. 1 was initiated to pay for reinstalling the dowels.

Such drafting errors were minor and only because of their infrequency are worthy of mention.

No construction problems were encountered, save those brought on by the contractor's lackadaisical and inept supervision. The pile driving operation went well, as did the resteel placement and tying. When those functions were completed. much of the craftsmanship and expertise that should have been applied to the rest of the

Structural Work Continued

structural work was exhausted.

This contractor, at least on this project, seems to have lost some of its organizational will, perhaps its ability, to comply voluntarily with contract specifications and recommended construction practices.

While other firms generally comply as a matter of policy, compliance from this contractor is obtained at the expenditure of effort and patient diligence on the part of the state inspectors.

It is unfortunate that the State cannot, or will not, establish a grading system that can be reflected in the determination of the successful bidder. Rejecting an occasional low bid because of prior poor workmanship or other reasons could go a long way toward policing an industry whose members are now primarily qualified on the basis of their bondability.

Despite our haggling with the contractor, the bridge was completed before the specified 240 calendar workdays had elapsed.

Final inspection was held June 19, 1979, an occasion the contractor chose to not attend. The finished product is structurally sound and acceptable in appearance, but because it is a bridge, and inherently a creation with esthetic appeal, it deserved more of its builders.

And because they couldn't understand this, or didn't care, they should confine their operations to the construction of septic tanks or an occasional small box culvert.

J. M. Martin
Resident Engineer

522-1082

# Upper Calapooia River Bridge
Contract 8726

## NARRATIVE REPORT

In the narrative report previously submitted for this project no mention was made of traffic control during the construction phase. The following is a supplement to that report.

### Temporary Protection & Direction of Traffic

Because the new bridge was placed on a new alignment the old bridge remained in service until the new structure and its approaches were suitable for traffic.

Traffic on the road was light, therefore most of the work was performed without delaying through traffic. The usual construction signs were installed and individual operations were signed and flagged as instructed by this office. The contractor exercized very little initiative in this area.

There were no known traffic accidents during the life of the project.

Martin
J. M. Martin
Resident Engineer

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RECEIVED
SEP 26 1979
ROAD DESIGN SECTION

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BY FINAL DESIGN ENGINEER

8726

FINAL REPORT

| | | |
|---|---|---|
| FORM 81-734-3001<br>OREGON STATE HIGHWAY DIVISION<br>**FIELD ENGINEER'S WEEKLY REPORT**<br>FOR CONSTRUCTION PROJECTS ONLY<br>CONSTRUCTION AND BRIDGE SECTION | SECTION<br>Upper Calapooia R. Bridge | WEEK ENDING<br>June 23, 1979<br>SECTION PREFIX<br>522-1082 |
| | HIGHWAY<br>FAS A482 Calapooia R. Road | COUNTY<br>Linn |
| NAME OF JOB<br>Upper Calapooia R. Bridge | KIND OF WORK<br>Grading, Paving, and Structure. | |
| CONTRACTOR<br>Ross Bros. Construction, Inc. | CONTRACT NUMBER<br>8726 | FEDERAL AID PROJECT NUMBER<br>RS-A482(1) |
| DATE OF CONTRACT<br>May 15, 1978 | DATE WORK STARTED<br>May 23, 1978 | ESTIMATED COMPLETION DATE<br>April 20, 1979 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: 2 SUPERVISION: 0 | Calendar SPECIFIED WORK DAYS 240 | WORK DAYS USED 239 |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $ 552,273.98 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 99.6% |
| EXCLUSIVE OF ENGINEERING: $ 490,073.98 | ENGINEERING AUTHORIZATION $ 43,792.65 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 489,285.99 | ENGINEERING COST TO DATE $ 62,200.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.2 % | PERCENT OF AUTHORIZATION 142 % | DATE PROJECT WAS COMPLETED:<br>June 19, 1979 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.22 | 0.22 | | | 0.22 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 9,960 CY | 2,870 ton | | | 650 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 10,998 CY | 2,886.77 | | | 960.89 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 10,998 CY | 2,886.77 | | | 960.89 |
| AVERAGE DAILY QUANTITIES This week | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: dozer___, blade___, roller___, water wagon___, dump truck___, pickup___, flatbed truck___, paver___, tack cart___, loader___, backhoe___, broom___, air compressor___, crane___, concrete pump truck___, Hydramulcher 1

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 12848A | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 17 | | 237 | | |
| MONDAY 18 | | 238 | | |
| TUESDAY 19 | | 239 | | |
| WEDNESDAY 20 | | | | |
| THURSDAY 21 | | | | |
| FRIDAY 22 | | | | |
| SATURDAY 23 | | | | |

RECEIVED
JUN 25 1979
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlose
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | – |
| MONDAY 18 | Seeding and mulching crew arrived on project and began to seed and mulch. |
| TUESDAY 19 | Seeding and mulching was completed. Final inspection of project was held today. |
| WEDNESDAY 20 | |
| THURSDAY 21 | |
| FRIDAY 22 | |
| SATURDAY | |

## REMARKS

Final inspection of project was held on Tuesday, June 19, 1979. Those in attendence were G. W. Wimer, Region Construction Engineer; Ted. Litchfield, Region Maintenance Engineer; Bill Kappus, FHWA; Willis Grafe, Linn County Engineer; and Jack Martin, Resident Engineer. Except for minor cleanup and some A. C. patching, the project is accepted.

NEXT WEEK:

SIGNED J Martin LOCATION Albany
J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8726 5354 9

bc Secretary of State. ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO:

June 18, 1979

FILED
JUN 19 1979
NORMA PAULUS
SECRETARY OF STATE

Howard E. Speer
Speer & Jones, Lawyers
835 East Park Street
Eugene, OR 97401

RECEIVED
JUN 19 1979
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Speer:

This will acknowledge your letter of June 7, 1979, with attached Notice of Claim of Grass Fiber, Inc., indicating that Allen's Landscaping owes them $3,401.10, plus interest, for supplying grass fiber mulch.

The Notice of Claim indicates that these materials were furnished on the following Ross Bros. Construction, Inc., contracts:

Contract No. 8651 for work on the Skipanon River (Warrenton) Bridge Section in Clatsop County.

Contract No. 8726 for work on the Upper Calapooia River Bridge Section in Linn County.

The Safeco Insurance Company of America furnished the bond on both of these contracts. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Sincerely,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARDS
6-20-79
dda

CWH:dda

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

RECEIVED
JUN 20 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

FORM 731-0027

SPEER & JONES, Lawyers, P.C.
835 EAST PARK STREET
EUGENE, OREGON 97401

HOWARD E. SPEER
J. KENNETH JONES

345-3333
AREA CODE 503

June 7, 1979

State of Oregon Transportation Commission
Commission Services
121 Transportation Bldg.
Salem, OR 97310

RE: Ross Bros. Construction, Inc. and
Leonard Allen, dba Allen's Landscaping,
contract nos. 8651 and 8726

Gentlemen:

Enclosed is a notice on behalf of Grass Fiber, Inc., in accordance with the provisions of ORS 279.528.

As the notice states, Grass Fiber, Inc., has not been paid by Leonard Allen, dba Allen's Landscaping, and there is due and owing to Grass Fiber $3,401.10 including interest accrued through June 4 on an account for supplying grass fiber mulch used by Allen's Landscaping in the performance of the two jobs noted in the notice of claim. Unless Grass Fiber, Inc., is paid in full within 30 days, action will be taken in the appropriate course to insure that payment is made.

Sincerely yours,

SPEER & JONES, LAWYERS

Howard E. Speer

HES:imd
enc.
cc: Sec. of State, State of Oregon
Safeco Bonding Co.
Allen's Landscaping
Ross Bros. Construction, Inc.
Grass Fiber, Inc.

RECEIVED
JUN 11 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

# NOTICE OF CLAIM ON BOND

TO: STATE OF OREGON HIGHWAY DEPARTMENT, OREGON TRANSPORTATION COMMISSION, ROSS BROS. CONSTRUCTION, INC., LEONARD ALLEN, dba ALLEN'S LANDSCAPING and SAFECO BONDING AND INSURANCE CO.:

Notice is hereby given that Grass Fiber, Inc., has a claim for the unpaid balance, plus interest, costs and attorney's fees, due and owing to it for the furnishing of materials to Leonard Allen, dba Allen's Landscaping, which it used in the performance of subcontract with Ross Bros. Construction, Inc., on the following State Highway Department jobs:

1. Skipanon River (Warrenton) Bridge section of the Warrenton-Astoria Highway - F.A.P. No. RS-134(2) contract no. 8651 and,
2. Upper Calapooia River Bridge section of F.A.S. - A482 (Calapooia River Rd.) F.A.P. No. RS-A482(1) contract no. 8726.

The Claimant sold to Leonard Allen, dba Allen's Landscaping, 19.98 tons of grass fiber mulch on November 8, 1978, at $158.02 per ton, a total price of $3,157.24, which together with interest accruing to June 4, 1979, there is a balance due and owing and unpaid to the Claimant of $3,401.10 plus accruing interest at the rate of 1 1/2% per month from June 4, 1979, until paid. The materials were either used by Leonard Allen, dba Allen's Landscaping, in the performance of the above two jobs or will be used in the performance of the above two jobs.

Ross Bros. Construction, Inc., provided a bond to the public agency for whom the contract was being performed with Safeco Bonding and Insurance Co. assuring that all claims for work done by subcontractors including materials furnished through subcontractors by suppliers such as the Claimant, Grass Fiber, Inc., would be paid in full. Grass Fiber, Inc., has not been paid.

DATED this 8th day of June, 1979.

GRASS FIBER, INC.

BY: Russell A. Anderson
Russell A. Anderson,
Vice President

RECEIVED
JUN 11 1979
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

8726

4

[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

March 6, 1979
Salem, Oregon

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Construction Engineering Costs

TO: C. T. Keasey
ASST. STATE HIGHWAY ENGINEER

Engineering charges for supervision and inspection of projects within this Region are high and will continue to be high until certain projects within the Region are completed. The charges which are overrunning the most are those for the inspection of the painting projects in Astoria, which do not allow much flexibility. When the painters are working, there will be inspectors on those projects unless the Region receives instructions to the contrary. There is, unfortunately, no other way to provide assurance that we are obtaining the specified results. This applies to contract nos. 8470, 8668, and 8669. The other two bridge contracts, contract nos. 8651 and 8726, have not progressed at a satisfactory rate and have required undue amounts of inspection time.

Other projects, with two exceptions, do not appear to be doing badly so far as engineering charges are concerned. Contract no. 8767 took a beating when we we required to send crews to the project on per diem for extended periods of time to respond to pressure from the contractor. We could have refused to do this, but I doubt that our refusal would have been upheld by your office. Contract nos. 8788 and 8752 were held up by weather and utility conflicts and reflect the additional time involved.

I do not expect the engineering cost picture to change for the better until we are finished with these jobs. We will continue to be plaqued with a lack of experienced help and will only be able to obtain increased efficiency if we can train and retain our field personnel.

COF/rgl

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
MAR - 7 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8726

OREGON STATE HIGHWAY [illegible]SION

Form 81-734-1191

# Request for Outside Billing
(Or Advice of Cash Transaction)

Address invoice to: Linn County Bd. of Comm.
Courthouse
Albany, OR 97321

Attention of Mr. Willis Grafe
County Engineer

Request No. (assigned by staff engineer or head of section) cc 1885

Date August 28, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $60,750

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $15,000 | |
| | | To be transferred to State Hwy. funds for the construction of the Upper Calapooia River Bridge FAS A482<br>Agreement # 5876<br>Contract # 8726<br>AD420 | | $45,750 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $60,750.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
123-1059

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8726

STATE COPY

2

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | n Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>6-124 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>6 13-78 | County<br>Linn |
| MODIFICATION NUMBER<br>1 | | Project Number<br>RS-A482(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28, 1977, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 32,600.00 | $ 596,046.00 |
| Federal funds | $ 27,970.00 | $ 465,868.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include contract and reduce pro-rata to 78.16%.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of June, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By J H [illegible] for

Technical Services Engineer
(Title)

By

Act. State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

File

Oregon State Highway Division
Salem, Oregon - May 23, 1978

Federal Aid Project
No. RS-A482(1)

UPPER CALAPOOIA RIVER BRIDGE SECTION
FAS A482 (CALAPOOIA RIVER ROAD)
LINN COUNTY

Revised Project Agreement Estimate

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 44,000.00 |

Type Code 6201
Roadway (Sta. 14+50 to Sta. 19+53) (Sta. 22+25 to Sta. 26+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required | (32%) | $ 9,600.00 |
| Temporary Protection and Direction of Traffic | All Required | (32%) | 480.00 |
| Temporary Signs | 120 sq.ft. | 7.00 | 840.00 |
| Temporary Barricades | 4 each | 105.00 | 420.00 |
| Temporary Guardrail, Type 2A, Reflectorized | 125 lin.ft. | 10.00 | 1,250.00 |
| Flagmen | 250 hour | 20.00 | 5,000.00 |
| Clearing and Grubbing | All Required | | 13,500.00 |
| Removal of Structures and Obstructions | All Required | | 2,000.00 |
| Ditch Excavation | 20 cu.yd. | 10.00 | 200.00 |
| Borrow Excavation | 7,070 cu.yd. | 3.50 | 24,745.00 |
| General Excavation | 2,890 cu.yd. | 3.00 | 8,670.00 |
| Toe Trench Excavation | 560 cu.yd. | 10.00 | 5,600.00 |
| Trench Excavation | 60 cu.yd. | 15.00 | 900.00 |
| Finishing Roadbed and Slopes | All Required | | 3,000.00 |
| Emulsified Asphalt in Watering | 1,300 gallons | 1.00 | 1,300.00 |
| Aggregate Base | 2,870 tons | 7.50 | 21,525.00 |
| Class "B" Asphalt Concrete | 650 tons | 25.00 | 16,250.00 |
| 12 inch Culvert Pipe | 120 lin.ft. | 12.00 | 1,440.00 |
| 18 inch Culvert Pipe | 44 lin.ft. | 20.00 | 880.00 |
| Extra for Pipe Under Pavement | 24 lin.ft. | 30.00 | 720.00 |
| Guardrail, Type 1 | 25 lin.ft. | 15.00 | 375.00 |
| Guardrail, Type 2A | 400 lin.ft. | 10.00 | 4,000.00 |
| Guardrail, Type 3 | 100 lin.ft. | 20.00 | 2,000.00 |
| Guardrail Anchors, Type 1 | 3 each | 250.00 | 750.00 |
| Guardrail Anchors, Type 2 | 1 each | 250.00 | 250.00 |
| Rail End Pieces, Type A | 2 each | 75.00 | 150.00 |
| Rail End Pieces, Type C | 3 each | 140.00 | 420.00 |
| Extra for Asphalt Approaches | 2 each | 200.00 | 400.00 |
| Loose Riprap, Class 2000 | 1,350 cu.yd. | 15.00 | 20,250.00 |
| Filter Blanket | 420 cu.yd. | 10.00 | 4,200.00 |
| Delineators | 14 each | 20.00 | 280.00 |
| | | | $151,395.00 |

**Anticipated Items**

| | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | $ 500.00 |
| Temporary Pavement Striping (S.F.) | All Required | 500.00 |
| Remove Pavement Strip (Ext. & Temp.) (S.F.) | All Required | 100.00 |
| Temporary Erosion Control (E.W.) | All Required | 1,000.00 |
| Work by Pacific Power and Light | All Required | 3,000.00 |
| Work by N.W. Telephone System | All Required | 1,000.00 |
| Roadside Seeding and Mulching (E.W.) | All Required | 1,000.00 |
| Willow Cuttings (E.W.) | All Required | 500.00 |
| | | $ 7,600.00 |
| | Subtotal | $ 158,995.00 |
| | Engineering (13.5%) | 21,464.00 |
| | Total | $ 180,459.00 |

**Type Code X081**
**Structure, Bridge #12848 (Sta. 19+53 to Sta. 22+25)**

| | | | |
|---|---|---|---|
| Mobilization | All Required | (68%) | $ 20,400.00 |
| Temporary Protection and Direction of Traffic | All Required | (68%) | 1,020.00 |
| Bridge Removal Work | All Required | | 6,000.00 |
| Shoring, Cribbing, Etc. | All Required | | 30,000.00 |
| Structure Excavation | 640 cu.yd. | 20.00 | 12,800.00 |
| Structure Excavation Below Elevations Shown | 60 cu.yd. | 40.00 | 2,400.00 |
| Furnish Pile Driving Equipment | All Required | | 6,000.00 |
| Furnish HP 10x42 Steel Piling | 490 lin.ft. | 10.00 | 4,900.00 |
| Drive Steel Piles | 490 lin.ft. | 1.00 | 490.00 |
| Structural Concrete, Class 3300 (380 cu.yd.) | All Required | | 70,000.00 |
| Structural Concrete, Class 4500 (220 cu.yd.) | All Required | | 37,000.00 |
| 75'/80' Type IV Prestressed Beams | 4 each | 5,300.00 | 21,200.00 |
| 85'/90' Type IV Prestressed Beams | 4 each | 5,850.00 | 23,400.00 |
| 100'/105' Type IV Prestressed Beams | 5 each | 7,350.00 | 36,750.00 |
| Reinforcement (95,900 lbs.) | All Required | | 30,000.00 |
| Coated Reinforcement (35,100 lbs.) | All Required | | 18,000.00 |
| Reinforced Concrete Bridge End Panels | 190 sq.yd. | 37.00 | 7,030.00 |
| | | | $ 327,390.00 |
| | Subtotal | | $ 327,390.00 |
| | Engineering (13.5%) | | 44,197.00 |
| | Total | | $ 371,587.00 |

Oregon State Highway Division
Salem, Oregon - May 23, 1978

Federal Aid Project
No. RS-A482(1)

Length of Roadway: 0.166 miles

Length of Structure: 0.052 miles

Length of Project: 0.218 miles

Cost of Roadway Per Mile: $1,087,102.40

Summary of Funds (78.16%)

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 44,000 | $ 34,390 | $ 9,610.00 | $ -------- |
| Roadway | 180,459 | 141,046 | 19,706.50 | 19,706.50 |
| Structure | 371,587 | 290,432 | 40,577.50 | 40,577.50 |
| Total | $596,046 | $465,868 | $69,894.00 | $60,284.00 |

Group 1 - 100%
Contract No. 8726
Prefix 522-1082
Prefix 522-1948

Upper Calapooia River Bridge
(Non-participating - State Work)

| | | | |
|---|---|---|---|
| State Responsibility for Damages | All Required | $ | 200.00 |

STATE COPY

Form Approved; O.M.B. No. 04-R2089

| | | |
|---|---|---|
| *TO BE COMPLETED BY FHWA*<br>MONTHLY TRANSACTION NO.<br>3-38 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>[illegible] [illegible] 77 | STATE<br>Oregon<br>COUNTY<br>Linn<br>PROJECT NO.<br>RS-A482(1) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 5 mi. S.E. of Holley

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | ▨ |
| PRELIMINARY ENGINEERING | 2-2-77 | 0.5 |
| RIGHTS-OF-WAY | | ▨ |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS Pro Rata 85.8%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 32,600 | $ 27,970 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Deputy State Highway Engineer
*(Title)*

By

*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Engineer)*

For: G.L. Green

Date executed by Division Engineer FEB 28 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project, (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon February 23, 1977

Federal Aid Project
No. RS-A482(1)

## UPPER CALAPOOYA RIVER BRIDGE SECTION

## COUNTY ROAD IN LINN COUNTY

Project Agreement Estimate.

| | | |
|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | $32,600.00 |
| | TOTAL | $32,600.00 |

Length of Project - - - - - - - - - - - 0.5 mile

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 32,600.00 | $ 27,970.00 | $ 4,630.00 | $ - |
| Retain in Program | | | | |
| Contract Work | 250,000.00 | 214,500.00 | 17,750.00 | 17,750.00 |
| TOTAL | $282,600.00 | $242,470.00 | $22,380.00 | $17,750.00 |

Group 1 - 100%

Prefix: 522-1948

Pro Rata: 85.8%

8726

9

ROBERT W. STRAUB
GOVERNOR

## Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 23, 1978

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8726 for work on the Upper Calapooia River Bridge Section of FAS A482 (Calapooia River Road) in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
C. O. Fredrickson
Jack Martin

KL&K Associates Inc.

503/231-6570
Lloyd Five Hundred Building
500 N.E. Multnomah Street
Suite 1262
Portland, Oregon 97232

May 17, 1978

Oregon Dept. of Transportation
Transportation Bldg.
Salem, Oregon 97310

Attn: C. W. Head
Commission Services

Dear Mr. Head:

As bonding agents for Ross Bros. Construction, Inc., we submit to you two executed copies of performance bond in the amount of $478,785 issued in connection with Contract No. 8726, Upper Calapooia River Bridge.

Very truly yours,

K L & K ASSOCIATES, INC.

Gail Custer

Gail Custer

/gc

Encl.

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, Oregon 97303

RECEIVED
MAY 18 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8726

Memo to files 5/15/78

Re
Upper Calapooya R. Br.
FAS A 482
Linn County

RS- A482(1)

Linn County has submitted $60,700 as matching funds for subject project. This makes the matching ratio -

| | | |
|---|---|---|
| 78% | Federal Funds | |
| 11% | State | ✓ |
| 11% | County | ✓ |

C.C. D.E. Swan

8726

8

bc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Jack Martin
Don Trout
SAIF
Fran

May 15, 1978

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

The Oregon Transportation Commission on May 4 accepted your proposal for work on the Upper Calapooia River Bridge Section of FAS A482 (Calapooia River Road) in Linn County for the sum of $478,785 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Linn County and when the sum of $38,700 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8726.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 26, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Att.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

STATE OF OREGON

INTEROFFICE MEMO

87

TO: Mr. E. L. Johnson
Construction

DATE: April 28, 1978

L. L. Wallace

FROM: L. L. Wallace
Assistant Structural
Design Engineer

SUBJECT:
Award of Bids (April 27, 1978)
Upper Calapooia River Bridge
Linn County
Bridge 12848A

The low bid for the Upper Calapooia River Bridge Project is approximately eleven percent over the engineer's estimate, $41,000 of the $49,000 overrun being in the structural items. About $6,500 of that amount is in underestimating the difficulty in excavation, about $5,000 in underestimating the shoring and cribbing cost, about $3,500 in higher rebar prices, $3,500 in higher prestress beam prices, and about $20,000 being in not anticipating recent price increases for concrete because of current and anticipated portland cement shortages. There are minor differences in other bridge items. Clearing and grubbing in the grading items appears to be underestimated by about $8,500. The second bidder was lower on the bridge items but higher on grading and other work.

There appears to be competitive and responsive bidding and we recommend acceptance of the low bid.

JEB:smd

# COST ANALYSIS

## PROJECTS BID APRIL 27, 1978

| | PROJECT | % OVER EE | $ OVER EE |
|---|---|---|---|
| M-000C(4) | S.W. Pine-S.W. Madison | +15.6 | $90,200.00 |

Traffic job. Traffic advised that they have had little experience with this type of project. Their tentative feeling is to accept the low bid. Their letter of reccommendation will follow.

| | PROJECT | % OVER EE | $ OVER EE |
|---|---|---|---|
| OS-0800(1) | Old Coast Hwy.-Boat Basin Road | +21.9 | $62,937.90 |

The engineers estimate was influenced by a local contractor who recently sold his business and is no longer locally active. A contractor with experience with the boat basin construction advises that the groundwater table is practically at ground level and boulders will be encountered in the underground drainage work.

The engineers estimate was in error $1.00 per cubic yard for Bid Item #13, Grid Rolled Aggregate Subbase. Because a local contractor is unavailable, our estimate for mobilization was low. These revisions of the prices are indicated for the above reasons.

| Number | Item | Increase |
|---|---|---|
| 1 | Mobilization | $ 6,400.00 |
| 13 | Grid Rolled Aggregate Subbase | 9,600.00 |
| No's 18, 19, 20, 26 | Installing Drains and Culvert Pipes | 24,000.00 |
| | | $40,000.00 |

These adjustments would place the low bid within the engineers allowance. Recommend acceptance of the low bid.

| | PROJECT | % OVER EE | $ OVER EE |
|---|---|---|---|
| F-55(3) | N.E. Diamond Lake Blvd.-S.E. Washington Ave. | +12.2 | $38,559.00 |

The contractors' appraisal of four lump sum bid items is consistantly higher than the Engineer's Estimate. The higher range bid by both of these responsive contractors is consistant. The remaining bid prices are in line with the Engineer's Estimate.

PROJECT % OVER EE $ OVER EE

---

I-5-1(92)00
(cont.) Several adjustments to the Engineer's Estimate are reasonable. No money was provided in the estimate for preparation of the quarry site. The amount estimated for drilling and shooting at $1.25/C.Y. was low because of the blocky character of the rock and the nearness ot the old highway. The placing costs will be higher than estimated because of the thin 1½ inch lift. Two paving spreads are anticipated by the contractor to balance the AC plant production. The cost added is estimated at $1.00/ton. The quantity of AC was cut from 50,000 tons when the Engineer's Estimate was prepared to 33,000 tons when the job was bid without review of the effect of the quantity change on price.

The total adjustments the AC estimates equal $2.10/ton, which would bring the low bid within 10% of the Engineer's Estimate. There were five responsive bidders on the project with the three low bidders within 1.7% of each other. Because of the above reasons, the short 100 CWD completion time and the other contractor in the area,no better bid is anticipated be readvertising. Recommend acceptance of the low bid.

M-3920(1) Grandview and Wimer St. (Ashland) +19.10 $39,784.20

Only two bidders on this project. Recommend rejection of the low bid as being too high.

Wolf Creek Tavern State Wayside +33.3 $24,803.00

Only one bidder on this project. Recommend rejection of low bid as being too high.

RS-A482(1) Upper Calapooia River Bridge +11.42 $49,060.00

Bridge project. Bridge tentatively recommends acceptance. A letter of their recommendation to follow.

RS-423(2) Mortimore Ranch-John Day Highway +11.6 $23,339.00

An error in the Engineer's Estimate for the estimated price of Aggregate subbase of $0.75 per C.Y. was found. After the final estimate was completed, the unit of measurement for payment for aggregate subbase and 3/4"-0 aggregate base was changed from tons to cubic yards.

The low bid would be within the usual allowance of the revised estimate. Recommend acceptance of the low bid.

Edgar L Johnsen
Edgar L. Johnsen
Chief Cost and Special
Studies Engineer

ELJ:bn
cc: F. B. Klaboe
Dave Moehring
J. H. Versteeg
O. B. Jackmond
H. S. Coulter
W. J. Hart
D. E. Swan
Virgil Boyd
E. S. Hunter
C. T. Keasey
Larry Jacobson

8726

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

April 11, 1978

H Coulter

**FROM:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

**TO:** FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
   FAP No. M-000C(4)
   Multnomah County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
   Arndt Road
   Clackamas and Marion Counties

   Structure and approaches.

   Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways
   Clackamas County

   Paving

   Because of a lack of demonstrated need, a bikeway is not being established at this time.

   Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
Oregon Coast Highway
Coos County

Painting.

Same as No. 1.

5. Old Coast Highway-Boat Basin Road
Lower Harbor County Road
Curry County

Grading and paving.

Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
The Dalles-California Highway
Deschutes County

Grading and paving.

Four-foot shoulders provided on this project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
Oakland-Shady Highway
Douglas County

Grading, paving, signals.

Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
John Day Highway
Gilliam County

Aggregate crushing.

Same as No. 1.

9. Dayville Rock Production
John Day Highway
Grant County

Aggregate crushing.

Same as No. 1.

10. Main St at Canyon Blvd (John Day)
John Day Highway
Grant County

Traffic signals.

Same as No. 1.

11. S Ashland Intchge-California State Line
Pacific Highway
Jackson County

Paving.

Same as No. 1.

Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
City Streets
Jackson County

Grading and paving.

Twenty-eight-foot curbed section.

Same as No. 6.

13. Wolf Creek Tavern State Wayside
Josephine County

Grading, paving and sewers.

Same as No. 1.

14. Armitage State Park
Lane County

Buildings.

Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
    Santiam Highway
    Linn County

    Grading and paving.

    The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
    Calapooia River Road
    Linn County

    Grading and structure.

    Four-foot shoulders provided on this section.

    Same as No. 6.

17. Crooked Creek
    I.O.N. Highway
    Malheur County

    Paving.

    Four-foot shoulders provided on this section.

    Same as No. 3.

18. Hot Springs Road-McDermitt
    I.O.N. Highway
    Malheur County

    Paving.

    Four-foot shoulders provided on this section.

    Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
    East Portland Freeway
    Multnomah County

    Grading and paving.

    Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8726

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-5-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. A482(1)

STATE PROJECT NO. See Below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70332

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

973
973-A } #

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>2-2-77 | DATE AUTHORIZATION EFFECTIVE<br>4-5-78 | FEDERAL ROUTE NUMBER<br>Secondary A-482<br>STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:

"Upper Calapooia River Bridge Section"

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. D. E. Swan's dated March 31, 1978 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Swan
11-10

NOTED

| | | |
|---|---|---|
| DATE<br>4-5-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8726

May 2, 1978

Linn County
Board of Commissioners
Courthouse
Albany, OR 97321

ATTN: Mr. Willis Grafe
County Engineer

Informed Fed. Aid
of the 78%
5/10/78
HR

Gentlemen:

On April 27, 1978, the lowest of 6 bidders on the Upper Calapooia River Bridge Section, FAS A-482, was Ross Brothers Construction Inc., 3501 Brooklane Road N., Salem, Oregon 97303, which bid is approximately 11% greater than our estimate. Since this is above the 10% limit, it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project, the following advance deposit is required from the County prior to awarding the contract:

| | |
|---|---|
| Bid Items | $478,785.00 |
| Permanent Pavement Striping | 500.00 |
| Temporary Pavement Striping | 500.00 |
| Remove Pavement Striping (Exist. & Temp.) | 100.00 |
| Temporary Erosion Control | 1,000.00 |
| State Responsibility for Damages | 200.00 |
| Pacific Power & Light | 3,000.00 |
| Northwestern Telephone System | 1,000.00 |
| Willow Cuttings | 500.00 |
| Roadside Seeding & Mulching | 1,000.00 |
| 4½% Contingencies | 21,896.33 |
| 9% Engineering | 43,792.65 |
| Estimated Total Cost | $552,273.98 |

78%
430,772.94

Rec'd

County Advance Deposit:
7% of 552,273.98 = 38,659.18 or say 38,700.00.

11% = $60,700.
5/15/78

Neil Michels
says they
may change to 11%.
5/3/78

Please make your check for $38,700.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Told
J. Boyd

Very truly yours,

G. W. Wimer
Local Government Manager

Discussed w/Mackenzie
Approved 5-5-78 SN

bc: Vern Skoog
Phil Stearns AD 420

HR:lml

#7-26

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

RECEIVED
MAR 30 1978
DISTRICT II
R/W. OFFICE

3-29-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A482(2)
Project Name Upper Calapooya River (Calapooya River Rd) Bridge
FAS A482 522

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon, this 29 day of March, 1978

County of ____________

Vernon Schrock
County Judge/Chairman

Commissioner

Mary Keenan
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 3/30/78

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE [✓ TA] FAE ☐ OPE ☐
MAR 31 1978
TAA
File: PM FA
LG OP

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8726 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 3-23-78

8

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
S-A482(1)

S PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70332

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

973 (H
773-A)

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER<br>Secondary A482<br>STATE ROUTE NUMBER<br>County Road |
|---|---|---|
|  | 2-21-78 |  |

GENERAL LOCATION:
"Upper Calapooya River Bridge Section"

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : Program Change
Add Archeological Salvage
TEC NTE $185 - Fed. Funds $158

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3-16-78 letter.

A signed copy of Archeological authorization is returned herewith.

Swan
3-27

NOTED
F. D. KLABOE

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-23-78 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8726 FAS A482

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/78

Donald L Rout

4-27-78 Bid Letting ____________ All Clear Deadline

SECTION UPPER CALAPOOIA RIVER BRIDGE
Highway FAS A482
County Linn Region 2
Type of Work Structure Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Stream involvement will be covered by permits |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☐ | ☒ | ☒ | ☒ | ☒ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

Form FHWA 121 (Rev. 5-73)
8726

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

8

DATE: March 8, 1978

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project RS-A482(1)
Upper Calapooia River Br
Linn County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

973 } H
973-A

As requested in Mr. D. O. Christensen's letter of February 21, 1978, I approve the mandatory borrow source for the subject project.

G.K. Horner
for G. L. Green

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 9 '78
REFER TO
Versteeg
FOR

| Info | Inves | R/D | J/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8726

FAS A482

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78

Donald L Rout

3-23-78 Bid Letting ______________ All Clear Deadline

SECTION Upper Calapooia River Br.
Highway FAS A482 (Calapooia River Road)
County Linn Region 2
Type of Work Str Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Stream involvement will be covered by permits |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☐ | ☒ | ☒ | ☐ | ☒ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☐ | ☒ | ☐ | ☐ | ☒ | In roadway cut |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8726

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Jim
Art
Jim

February 21, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Re: Mandatory Borrow Source
Upper Calapooia River Bridge
FAS A482 (Calapooia River Rd.)
Linn County

The subject project will require approximately 7,000 cubic yards of borrow material for embankments.

The source of this material is located easterly of the existing structure and adjacent to the roadway. The County is purchasing this source from the property owners.

We consider it to be in the public interest to use this source for the following reasons.

1. The source is located within the project limits which will reduce haul and conserve energy.
2. By requiring the site to be mandatory the site development and the condition in which the site will be left upon completion of the project will be under complete control of the State.
3. Use of the proposed mandatory source is not in conflict with the project assessment.

22 Feb 78
Copy to Trout

This is in a roadway cut & requires no DOGAMI permit
Don Trout
2-22-78

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

D. O. Christensen
Final Design Engineer

DOC:jh
cc: E. S. Hunter
C. O. Fredrickson
D. E. Swan
Jack Sullivan
Lyle Watson

Form 81-734-3122

| | | | |
|---|---|---|---|
| Section | 8726<br>Upper Calapooia River Bridge | Programming Estimate | Dan<br>$ 496,000. |
| Highway | FAS A482 (Calapooia River Rd.) | Project Length | 0.22 mile |
| County | Linn | Completion Time | 270 calendar Workd<br>April 1979 |
| Kind of Work | Grading, Paving & Structure | | |
| Prefix | 522-1948 | FA Project No. | RS-A492(1) |

## ESTIMATED CONSTRUCTION AUTHORIZATION

**ROUTING SLIP** Date: 2/01/78

**DEPARTMENT OF TRANSPORTATION**

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Computer Center (Lana Ave.)
- Construction
- Data Processing (Transp. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Landscape
- Library
- Location
- Mail Room
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- [✓ Metropolitan Region Number 2]
- District Number ______

ATTENTION: Phil Stearns

FROM: Proj Mgt

Please inform the County

Form 81-731-0022 (7/77)

ract Amount $ 429,725.00

| | |
|---|---|
| | – |
| | – |
| | – |
| | – |
| | – |
| | |
| | 500 |
| | 500 |
| | 100 |
| | 1,000 |
| | – |
| | – |
| | – |
| | – |
| | – |
| | 200 |
| | – |
| | – |
| | – |
| | |
| | 3,000 |
| | 1,000 |
| | |
| | |
| Roadside Seeding & Marking | 1,000 |

$ 7,300.00

| | |
|---|---|
| | $ 437,025.00 |
| Contingencies (4-1/2%) | 19,666.13 |
| Engineering ( 9 %) | 39,332.25 |
| SUBTOTAL | $ |
| Credit for ______ | |
| Estimated Net Authorization, Construction | $ 496,023.38 |

APPROVED

______________________
Road Design Engineer

Section Upper Calipooia River Bridge

Programming Estimate $ Orig. ~~196,000~~

Highway FAS A482 (Calipooia River Rd.)

Project Length 0.22 mile

County Linn

Completion Time 270 calendar Workday

April 1979

Kind of Work Grading, Paving & Structure

Prefix 522-1948

FA Project No. RS-A492(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 429,725.00

| | | |
|---|---|---|
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 500 | |
| Temporary Pavement Striping | 500 | |
| Remove Pavement Striping (Exist. & Temp.) | 100 | |
| Temporary Erosion Control | 1,000 | |
| State Furnished | | $ 7,300.00 |
| Install Water Meter | | |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | 200 | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| Pacific Power & Light | 3,000 | |
| Northwestern Telephone System | 1,000 | |
| | | |
| ~~Misc. Permit Fees~~ | | |
| Roadside Seeding & Mulching | 1,000 | |
| | | $ 437,025.00 |
| Contingencies (4-1/2%) | | 19,666.13 |
| Engineering ( 9 %) | | 39,332.25 |
| SUBTOTAL | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 496,023.38 |

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date 2 Feb 78

Section Upper Calapooia River Bridge
County Linn
Kind Of Work Grading, Paving & Structure
Length 0.22 mi.
Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization (9%) | | Lump Sum | All | Lump Sum | $35{,}500^{00}$ |
| | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | $1{,}200^{00}$ |
| | Temporary Signs | | Sq. Ft. | 120 | $6^{00}$ | $720^{00}$ |
| | Temporary Barricades | | Each | 4 | $110^{00}$ | $440^{00}$ |
| | Temporary Guard Rail, Type 2A, Reflectorized | | Lin. Ft. | 125 | $8^{00}$ | $1{,}000^{00}$ |
| | Flagmen | | Hour | 250 | $18^{50}$ | $4{,}625^{00}$ |
| | ROADWORK | | | | | |
| | Clearing and Grubbing | | Lump Sum | All | Lump Sum | $5{,}000^{00}$ |
| | Removal of Structures and Obstructions | | Lump Sum | All | Lump Sum | $500^{00}$ |
| | Ditch Excavation | | Cu. Yd. | 20 ~~38~~ | $10^{00}$ | $200^{00}$ |
| | Borrow Excavation | | Cu. Yd. | 7070 | $4^{00}$ | $28{,}280^{00}$ |
| | General Excavation | | Cu. Yd. | 2890 ~~2870~~ | $4^{00}$ ~~$3^{50}$~~ | $11{,}560^{00}$ |
| | Toe Trench Excavation | | Cu. Yd. | 560 | $6^{00}$ | $3{,}360^{00}$ |
| | Trench Excavation | | Cu. Yd. | 60 ~~42~~ | $10^{00}$ | $600^{00}$ |
| | Finishing Roadbed and Slopes | | Lump Sum | All | Lump Sum | $1{,}000^{00}$ |
| | Aggregate Base | | Ton | 2870 | $7^{00}$ | $20{,}090^{00}$ |
| | Class "B" Asphalt Concrete | | Ton | 650 | $15^{00}$ | $9{,}750^{00}$ |
| | ~~Watering~~ | | M-Gal | 150 | $10^{00}$ | |
| | Emulsified Asph. in Watering | | Gal. | 1300 ~~1200~~ | $0^{75}$ | $975^{00}$ |

OREGON STATE HIGHWAY DIVISION

S ARY--BID SCHEDULE--COST ESTIMA

Sheet 2 of 3

Date 3 Feb 78

Section Upper Calapooia River Bridge

County Linn

Kind Of Work Grading, Paving & Structure

Length 0.22 mi.

Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | 12-inch Culvert Pipe | | Lin. Ft. | 120 | 12$^{00}$ | 1,440$^{0}$ |
| | 13 ~~12~~-inch Culvert Pipe | | Lin. Ft | 44 ~~232~~ | 15$^{00}$ ~~12~~ | 660$^{0}$ |
| | Extra for Pipe Under Pavement | | Lin. Ft. | 24 | 15$^{00}$ | 360$^{0}$ |
| | Guard Rail, Type 1 | | Lin. Ft. | 25 | 10$^{00}$ | 250$^{0}$ |
| | Guard Rail, Type 2A | | Lin. Ft | 400 | 15$^{00}$ | 6,000$^{0}$ |
| | Guard Rail, Type 3 | | Lin. Ft. | 100 | 20$^{00}$ | 2,000$^{0}$ |
| | Guard Rail Anchors, Type 1 | | Each | 3 | 275$^{00}$ | 825$^{0}$ |
| | Guard Rail Anchors, Type 2 | | Each | 1 | 300$^{00}$ | 300$^{0}$ |
| | Rail End Pieces, Type A | | Each | 2 | 50$^{00}$ | 100$^{0}$ |
| | Rail End Pieces Type C | | Each | 3 | 125$^{00}$ | 375$^{0}$ |
| | Extra for Asphalt Approaches | | Each | 2 | 375$^{00}$ | 750$^{0}$ |
| | Loose Riprap, Class 2000 | | Cu. Yd. | 1350 | 15$^{00}$ | 20,250$^{0}$ |
| | Filter Blanket | | Cu. Yd. | 420 | 15$^{00}$ | 6,300$^{0}$ |
| | Delineators | | Each | 14 | 20$^{00}$ | 280$^{0}$ |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date 2 Feb78

Section Upper Calapooia River Bridge
County Linn
Kind Of Work Grading, Paving & Structure
Length 0.22 mi.
Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | STRUCTURE | | | | | |
| | Bridge No 12848A | | | | | |
| | Bridge Removal Work | | Lump Sum | All | Lump Sum | 7,000 |
| | Shoring, Cribbing, Etc. | | Lump Sum | All | Lump Sum | 5,000 |
| | Structure Excavation | | Cu. Yd. | 640 | $10^{00}$ | 6,400 |
| | Structure Excavation Below Elevations Shown | | Cu. Yd. | 60 | $10^{00}$ | 600 |
| | Furnish Pile Driving Equipment | | Lump Sum | All | Lump Sum | 10,000 |
| | Furnish HP 10x42 Steel Piling | | Lin. Ft. | 490 | $9^{00}$ | 4,410 |
| | Drive Steel Piles | | Lin. Ft. | 490 | $3^{00}$ | 1,470 |
| | (380cy @ \$160.00)<br>Structural Concrete, Class 3300 | | Lump Sum | All | Lump Sum | 60,800 |
| | (220cy @ \$180.00)<br>Structural Concrete, Class 4500 | | Lump Sum | All | Lump Sum | 39,600 |
| | 75'/80' Type IV Prestressed Beams | | Each | 4 | $5,168^{00}$ | 20,672 |
| | 85'/90' Type IV Prestressed Beams | | Each | 4 | $5,752^{00}$ | 23,008 |
| | 100'/105' Type IV Prestressed Beams | | Each | 5 | $6,820^{00}$ | 34,100 |
| | (95,900# @ \$0.30)<br>Reinforcement | | Lump Sum | All | Lump Sum | 28,770 |
| | (35,100 @ \$0.45)<br>Coated Reinforcement | | Lump Sum | All | Lump Sum | 15,795 |
| | Reinforced Concrete Bridge End Panels | | Sq. Yd. | 190 | $39^{00}$ | 7,410<br>(265,035) |
| | | | | | | |
| | | | | | | |
| | Total | | | | | 429,725 |

8726

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

December 19, 1977

Mr. Phillip O. Stearns
Regional Federal Aid Engr.
Oregon State Hwy Division
2960 E. State Street
Salem, Oregon 97310

RE: FAS A-496 - Thomas Creek (Devaney) Bridge

Dear Mr. Stearns:

In clarification of County policy and needs regarding subject project, I wish to take this opportunity to bring you up to date regarding our current status in the Federal Aid Secondary program.

The bridge in question, originally programmed as Weddle Bridge, now Devaney Bridge, was among those listed in the 1976-82 six year plan as eligible for Special Bridge Replacement Funds. In response to this indication of elibibility, and, of course primarily due to the delapidated condition of the structure we requested it to be programmed for right of way and design an an FAS-C project with a possible stand-by status when all plans were prepared. We are pleased to know that we have all but reached the state where we are ready to start "standing by".

It has come to our attention that the present list of structures eligible for SBR funds shows the bridge to now be so far down the list as to be completely out of reach for funding in the forseeable future.

Recent routine inspection has revealed the bridge to have deteriorated significantly during the last inspection period, and the current report has been transmitted to Mr. John Wood, Bridge Maintenance Engineer for a more current evaluation. We feel confident that some change will occur in the priority position as a result of his review, evaluation, and/or inspection. We will establish a load limit of 8-10 tons immediately, pending repairs.

We anticipate spending approximately $25,000 on this bridge for major repairs as soon as equipment and manpower become available, primarily in an effort to keep it in service until SBR funding becomes available sometime in the next few years.

Two other factors (bridges) contribute to our establishment of our priorities, the Upper Calapooya Bridge, scheduled for bid March 23, 1978, and the South Santiam River Bridge, (Pleasant Valley Road) West of Sweet Home.

We are ready at any time to proceed with the Calapooya river bridge and are pleased to note the fine progress being made thereon.

cc E. S. Hunter
cc H. C. [illegible]
cc Walt Hart
cc John Wood
cc D. E. [illegible]

The South Santiam River bridge will represent a major effort for us, and we expect it to require significant committment of future Federal Aid funds when the time comes. We hope to be in a good financial position with regard to Federal Aid funds availability and priority when needed for this project and request that our projects be handled as follows:

1. Devaney Bridge - Continue design and right-of-way acquisition up to ✓ where project is ready for advertising, then hold for available funding, DO NOT CANCEL.
2. Upper Calapooya - Continue present plan to go to contract as soon as possible. County may put some 100% funds in to improve future ✓ availability of funds and priority for S. Santiam River bridge.
3. South Santiam River bridge - Proceed with present program and hope that availability of funds at time of completion of plans and priority standing ✓ will enable enough funding to proceed.

Thank you for your assistance and patience in this complicated situation.

Sincerely,

Willis R Grafe
Willis R. Grafe
Linn County Engineer

WRG:bt

3736

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. John W. Sheldrake
Region Engineer

DATE: December 8, 1977

FROM: J. E. Backstrand
Supervising Structural Design Engr.

SUBJECT:
Upper Calapooia River Bridge
Upper Calapooia River Bridge Section
FAS A482
Linn County
Bridge 12843A

Enclosed are two reduced prints of drawings 33066 through 33071 which are the advance detail drawings for the subject structure.

The estimated cost, including an allowance for engineering and contingencies, is $290,200.

We plan to call for bids on this section on March 23, 1978.

These prints are sent to you for a field review. Please return one set, with your comments and/or corrections noted thereon, by January 1, 1978.

SHG:dh
Enclosures

cc Willis Grafe, Linn Co. Engr. /w/ 2 sets
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designers' notes.
Construction /w/ 1 set
Utility Unit /w/ 1 set
County-City Unit
Road Design /w/ 1 set
Jack Martin /w/ 1 set

WR

H

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
DEC 9 1977
File: PM FA
LG OP
TAA ______

81-125-1387

**UPPER CALAPOOIA RIVER BRIDGE SEC.**
**FAS A482 (CALAPOOIA RIVER RD)**
LINN COUNTY

| FED. ROAD Dv. No. | STATE | PROJECT NUMBER | FISCAL YEAR | SHEET No | TOTAL SHEETS |
|---|---|---|---|---|---|
| 10 | OREGON | | | 3 | See Index |

REGION 2 ENGINEER
RECEIVED
SEP 27 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO. ☐ ROC ☐ RPE

Sec. 30, T.-14 S., R.1 E., W.M.

Culvert was shown to maintain access Rd. to Emmert Prop.

Check to see if drainage could be daylighted down ditch w/o culvert.

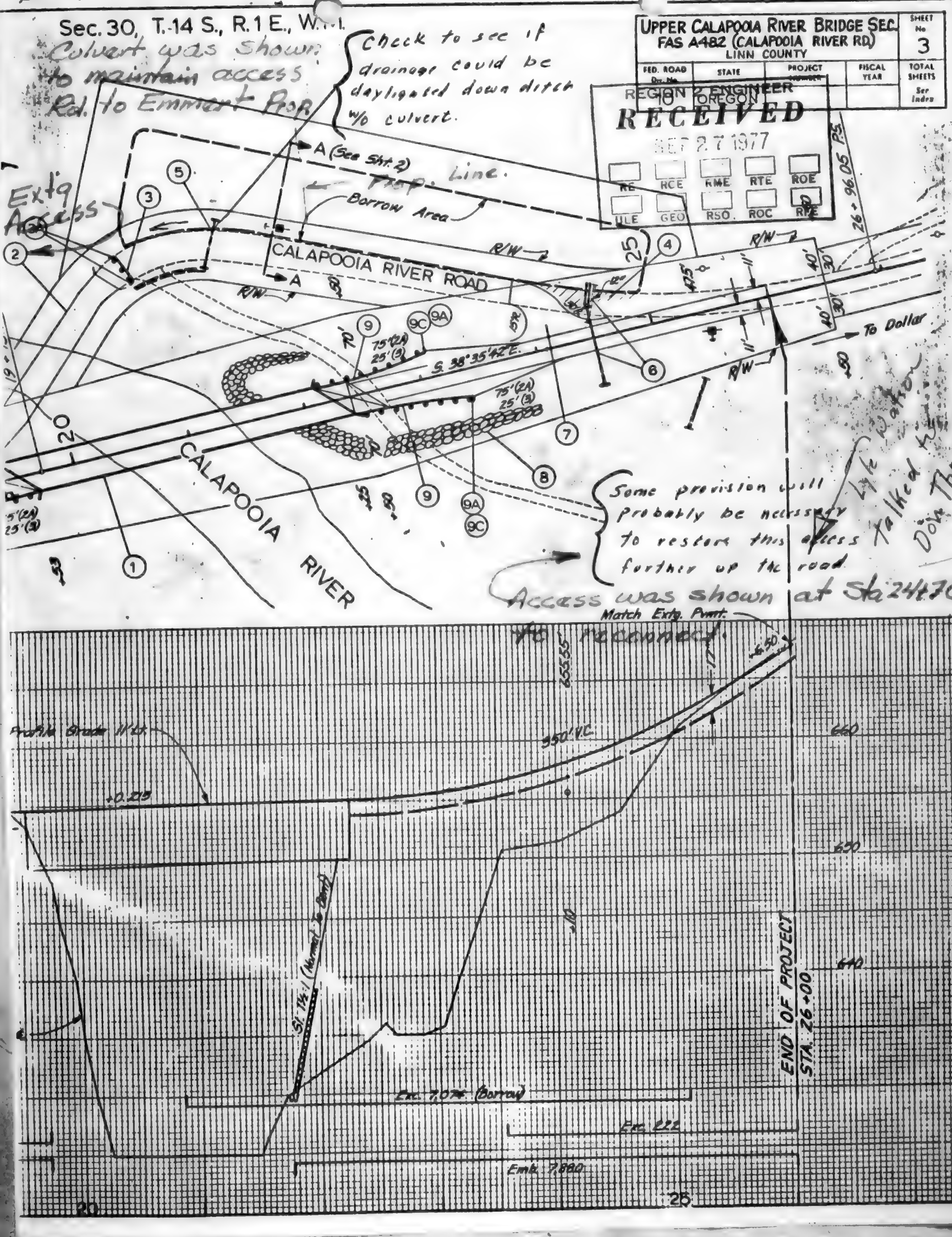
Extg Access

Prop. Line.

Some provision will probably be necessary to restore this access further up the road.

Access was shown at Sta 24+70 to reconnect.

Lyle Watson talked to Don Thompson 9/30/77


A (See Sht. 2)
A
Borrow Area
CALAPOOIA RIVER ROAD
R/W
R/W
R/W
R/W
25
26 + 96.05 P.S.
40'
30'
30'
40'
47.5'
11'
11'
12°
To Dollar
S. 38°35'42"E.
75'(2A)
25'(3)
75'(2A)
25'(3)
75'(2A)
25'(3)
20
19
CALAPOOIA RIVER
1
2
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5
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7
8
9
9
9A
9A
9C
9C
Match Extg. Pvmt.
655.55
6.50
1.7'
350' V.C.
Profile Grade 11' Lt.
+0.215
660
650
640
Sl. 1½:1 (Normal to Bank)
Exc. 7,074 (Borrow)
Exc. 222
Emb. 7880
END OF PROJECT
STA. 26+00
20
25

8726

FAS Linn

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE: 522-1948

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 21, 1977

FROM: Robert E. Royer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Upper Calapooia River Bridge

TO: Duane Christensen
FINAL DESIGN ENGINEER

Your memo of September 6, 1977 requested comments concerning the grading, paving and structure plans for the Upper Calapooia River Bridge.

I would suggest that the riprap construction details be less stringent in regard to the work under the existing ground line. It is possible that solid rock will be encountered before the 5' depth is concerned. It would be well to put "or as directed by the engineer" in conjunction with the 5' dimensions.

RER/lea
cc: Jack Martin

1 Versteeg ✓
2 Christensen ✓
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
SEP 22 1977
ENGINEERING SECTION

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Beard
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[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8726

FAS A482

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 21, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Upper Calapooia River Bridge
FAS A482 (Calapooia River Rd.)
Linn County

TO: MEMO TO THE FILES

Approximately 7,000 cu. yds. of borrow will be required for the embankment. A mandatory source is being purchased by the County.

I discussed the requirement of obtaining prior approval from F.H.W.A. with Paul Riedl. He gave me verbal approval and stated that the written approval will not be required.

LKW:az

cc: Paul Riedl, F.H.W.A.
John Sheldrake
Jack Sullivan
Lyle Watson

1 Versteeg ✓
2 Christensen DOC
George
Olson
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Sullivan
Scott
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SEP 21 1977

ENGINEERING SECTION

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FAS A482

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 2, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Upper Calapooya River Bridge
FAS A482
Calapooya River Road
Linn County
PMS-V17 Highway 522

A meeting was held on Monday, August 1, 1977, to review with Linn County several alternative alignments for the subject replacement structure. The following were in attendance:

Willis Grafe, Linn County Engineer
G. Wimer, Project Management
F. Hildebrandt, Local Government Program Unit
J. E. Backstrand, Structures Section
L. K. Watson, Final Design
D. O. Christensen, Final Design

Three alternatives were presented. Alternative No. 1 was the field alignment, which was on tangent alignment and required one-way traffic during a portion of the bridge construction. This was estimated to cost $465,000.

Alternative No. 2 was also on tangent alignment, but was moved over to eliminate conflict with the existing structure and allow the bridge to be built without resorting to one-way traffic. This was estimated to cost $456,000.

Alternative No. 3 aligned the bridge similar to the existing structure with 18° curves tying back in at each end. This was estimated to cost $404,000.

Mr. Graffe indicated that the best alternative from the County standpoint was alternative No. 2. He felt that even though the initial cost was more, operational costs would be lower. Future plans are to upgrade other portions of the road and they don't want this location to eventually be the lowest design standard.

We will proceed with the design based on alignment No. 2 and will provide the Structures Section with alignment and Right-Of-Way with descriptions as soon as possible.

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson
Savage
Trout

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Requires Approval ☐
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Other

Haul of fill material will be minimized across the existing structure. Plans and specifications will call for the contractor to build end fill slopes and construct the bridge and then haul fill material across the new structure.

DOC:az
cc: John Sheldrake
L. L. Wallace
G. Wimer
L. K. Watson
A. L. Brummitt
W. Grafe

8726

Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

July 28, 1977

FILE:

FROM: Stephen H. Macnab
Assistant Hydraulics Engineer

SUBJECT: Calapooia River Bridge
Holley-Dollar County Road
Linn County

TO: FILE

1 Versteeg ✓
Olson
1 Chr[illegible]sen RDC
Scott
copy [illegible]son
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JUL 29 1977
ROAD DESIGN SECTION

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Other

Structural deterioration of the existing log bridge has prompted its replacement. The site is located on the Calapooia River approximately four miles southeast of Holley.

HYDROLOGY

Topography of the Calapooia River basin upstream from the bridge site is steep with slopes of 30%+. The basin is long and narrow, generally having a length to width ratio of 3:1. Tributary streams, therefore, are relatively short and steep.

Major floods occur between December 1 and February 28 from rainfall augmented by snowmelt. Because of the basin's shape, flood hydrograph peaks are not sharp but are flat and extended over a long time period.

The US Geological Survey operates two recording gages on the Calapooia River--one at Holley and one at Albany. Based on a flood frequency analysis of data from these gages, the following peak flows (corrected for drainage area) could be expected at the bridge site.

TABLE I

| Frequency | Discharge |
|---|---|
| 10-year | 8,600 cfs |
| 25-year | 10,500 cfs |
| 50-year | 12,00 cfs |
| 100-year | 13,500 cfs |
| Estimated 1964 Flood Peak | 10,900 cfs |

REFERRED TO
Beard
Cole
Eriksen
Hager
Reed
Sampie
✓ Watson RW
Wolfe
[✓ Return] Discuss Do File Copy D
BY FINAL DESIGN ENGINEER

Gage data indicates that the 1964 flood has been the largest flood to occur since 1936 when the gages were installed. No data are available at the bridge site for this flood.

## HYDRAULIC CONDITIONS AT BRIDGE SITE

The existing bridge spans the flood channel at a point just downstream from a natural constriction of the channel. As a result there is very little, if any, backwater from the existing bridge. Backwater is primarily from the channel constriction.

Downstream from this constriction the river is contained in a relatively narrow channel with little flood plain area. Flow velocities are high, in the range of 14 to 16 fps. Mannings 'n' is about 0.045.

Upstream from the constriction the right flood plain widens to provide a larger flow area. Flow velocities are lower, in the range of 9 to 10 fps. Mannings 'n' is about 0.045.

Figure I through Figure III show the approximate water surface profiles with and without the new bridge for the 1964 flood, 50-year flood, and 100-year flood, respectively. Average flow velocities are also shown at appropriate locations below the flood profiles. It can be seen that in the vicinity of the new bridge, the water elevation changes quite rapidly as a result of the channel constriction near the existing bridge.

## PROPOSED BRIDGE CROSSING

At the proposed bridge site the natural channel is wider than at the existing bridge. The hydraulic control section is at the existing bridge which places the proposed site in a backwater area of the natural constriction.

Several alignments are being considered to reduce the bridge skew and to eliminate a construction conflict with the existing bridge, which will be used as a detour. Since water elevations and flow velocities change so rapidly in the general area of the proposed bridge, it is impossible to give specific data that will apply to all sites. For this reason the backwater estimates and flow profiles were determined for just one condition using data from the 1961 vicinity map. Data for other sites would be similar. For purposes of the backwater calculation, the position of the left abutment was held constant at Station 19+50 and the position of the right abutment moved inward, starting at Station 22+00. Embankments were on 2:1 side slopes.

Construction of a bridge, which completely spans the channel and flood plain and has two 5-foot diameter columns in the channel, would produce about 0.3 foot of backwater. Further constriction of the channel by shorter bridges would increase the backwater as listed below:

## TABLE II

| Bridge Length | Backwater |
|---|---|
| 238-foot | 0.28 feet |
| 225-foot | 0.32 feet |
| 214-foot | 0.38 feet (bank to bank length) |
| 203-foot | 0.53 feet (encroach on channel) |
| 193-foot | 1.13 feet (encroach on channel) |

Figure IV is a chart showing backwater versus bridge length and discharge. These estimates indicate that backwater is not severe if the right embankment slope remains upon the flood plain. For this reason, IT IS SUGGESTED THAT THE TOE CATCH FOR THE RIGHT EMBANKMENT NOT ENCROACH INTO THE MAIN CHANNEL LINE (approximately Station 221+25).

Water stages as shown in Figures I through III for a short distance upstream from the new crossing will be slightly higher but probably not as high as the backwater estimates in Table II indicate. In addition, flow velocities will be increased by about 1 fps to 10 fps. As a result, some minor lowering of the stream bed could occur but there should be sufficient large rock on the bed to armor it.

## RIPRAP

New embankment slopes which encroach on the flood plain should be protected by a minimum 3-foot thick blanket of Class 700 riprap and should have no steeper than 2:1 slopes. A toe trench and filter blanket are needed for the revetment.

A 1-1/2:1 slope as proposed by the field would require Class 2000 riprap for comparable protection. Freeboard of five feet should be provided on the right outside bank because of superelevation of water around the curve at this point.

## FISH AND WILDLIFE CONSIDERATIONS

Jim Lauman, Department of Fish and Wildlife, was contacted to determine what restraints, if any, his agency might place on the construction of this bridge. He indicated that no work should be done in the actively flowing stream between November 1 and May 1. Between September 15 and November 1 and between May 1 and June 15, no work shall be done in the actively flowing stream which will increase turbidity downstream in spawning beds. A protective earth berm for footing construction would only be acceptable if it were nonerosive. Another alternate might be use of coffer dams.

## 404 PERMITS

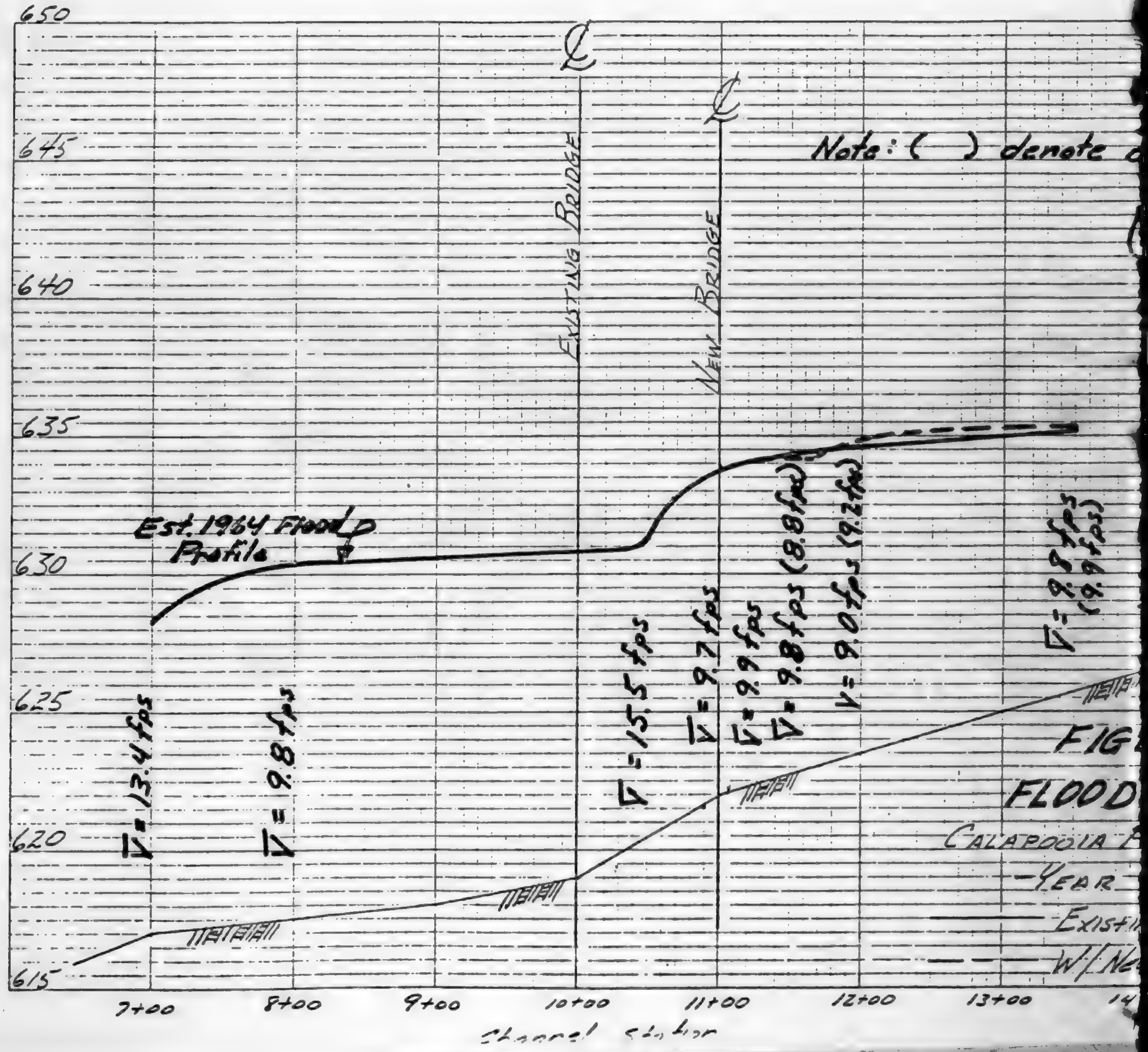
Mean Annual Flows on the Calapooia River at the bridge site are about 4,800 cfs. A Corps of Engineers 404 Permit will be required.

SHM:jp

cc F.E. Terpin
D.O. Christensen
Walter J. Hart
John Sheldrake
Gary Potter
Jack Davis
Richard Nelson

K+E 10 X 10 TO THE INCH • 7 X 10 INCHES
KEUFFEL & ESSER CO. MADE IN U.S.A.

46 0700



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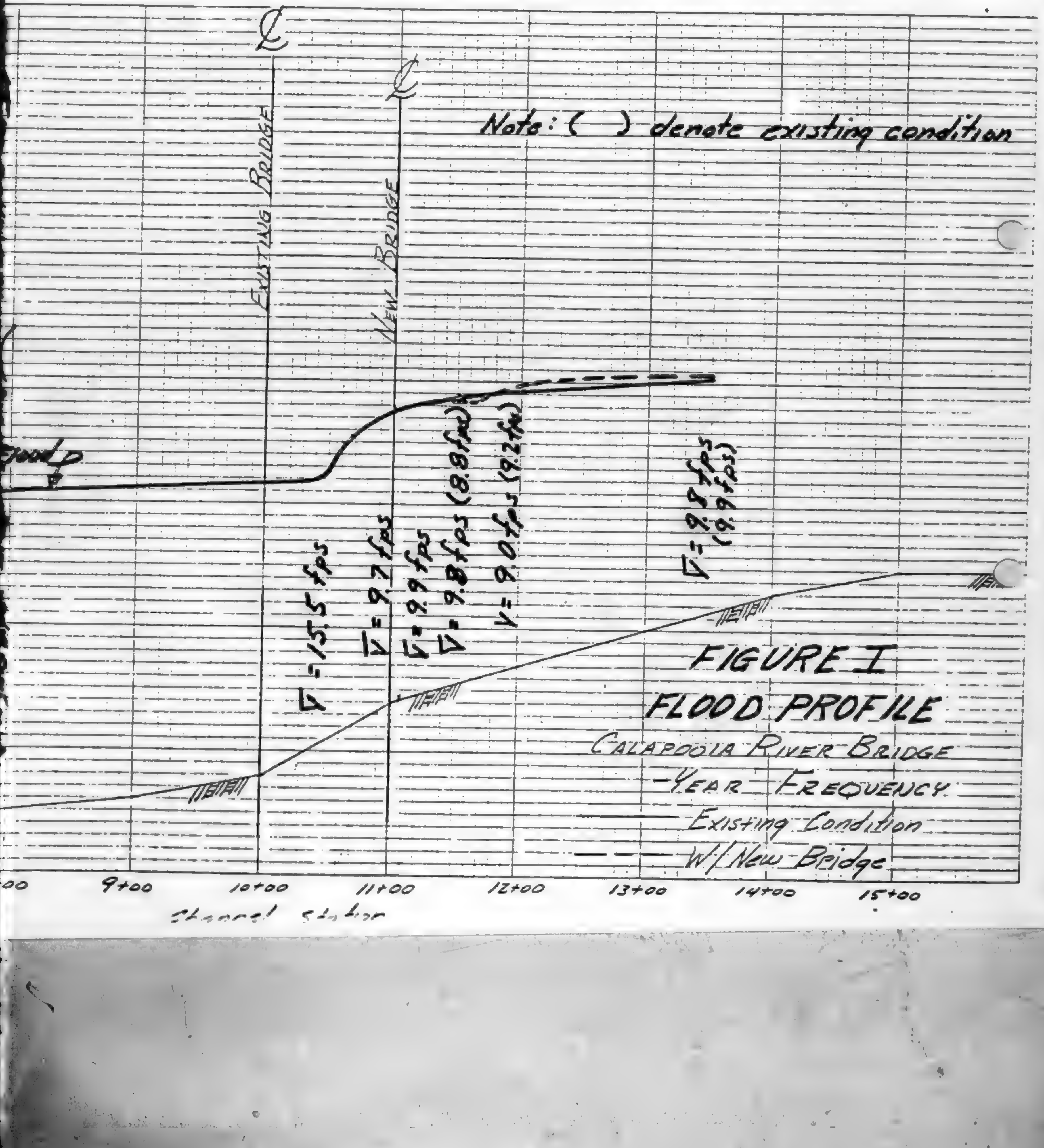

FIGURE I
FLOOD PROFILE
CALAPOOIA RIVER BRIDGE
-YEAR FREQUENCY

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KEUFFEL & ESSER CO. MADE IN U.S.A.
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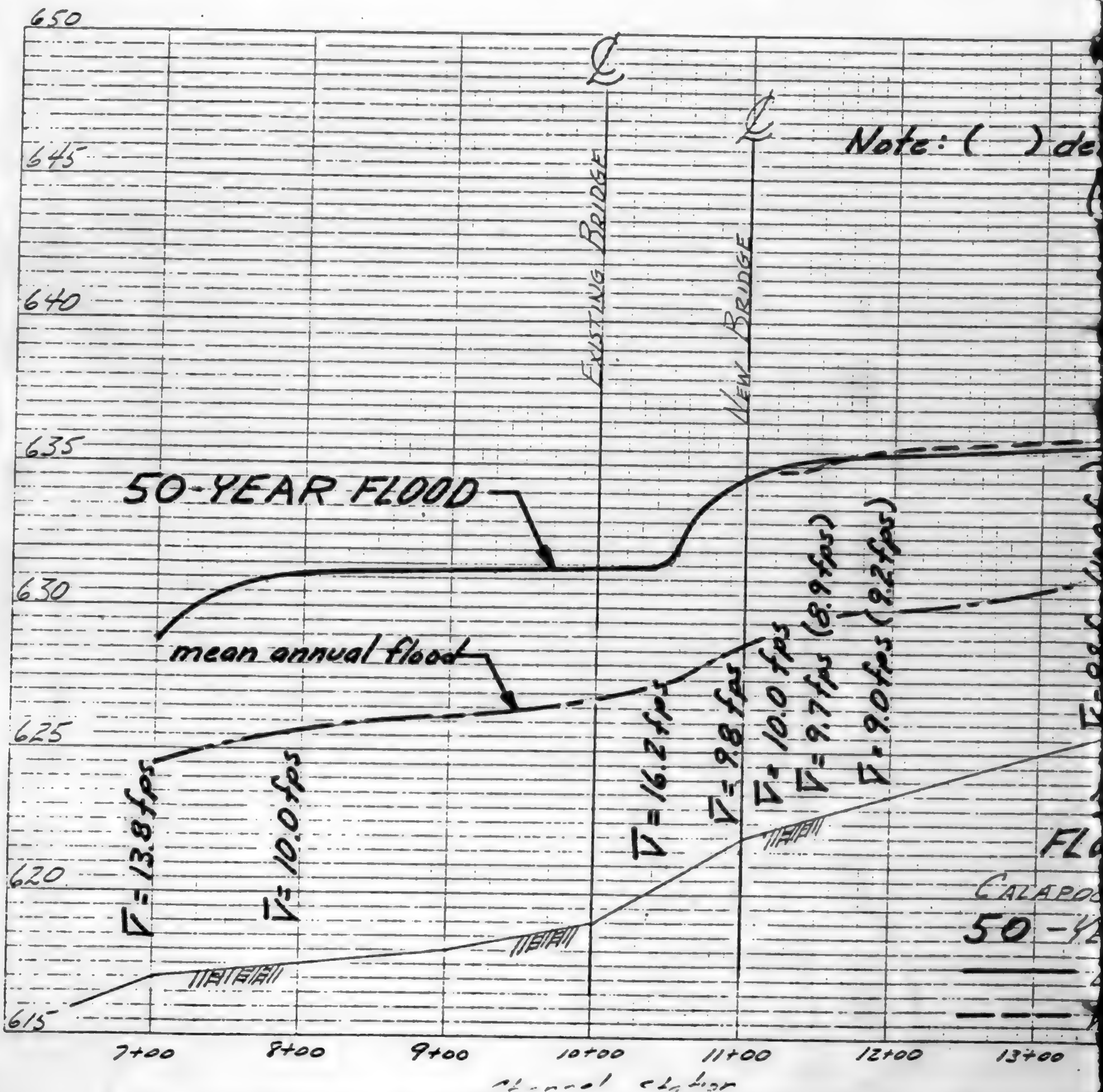

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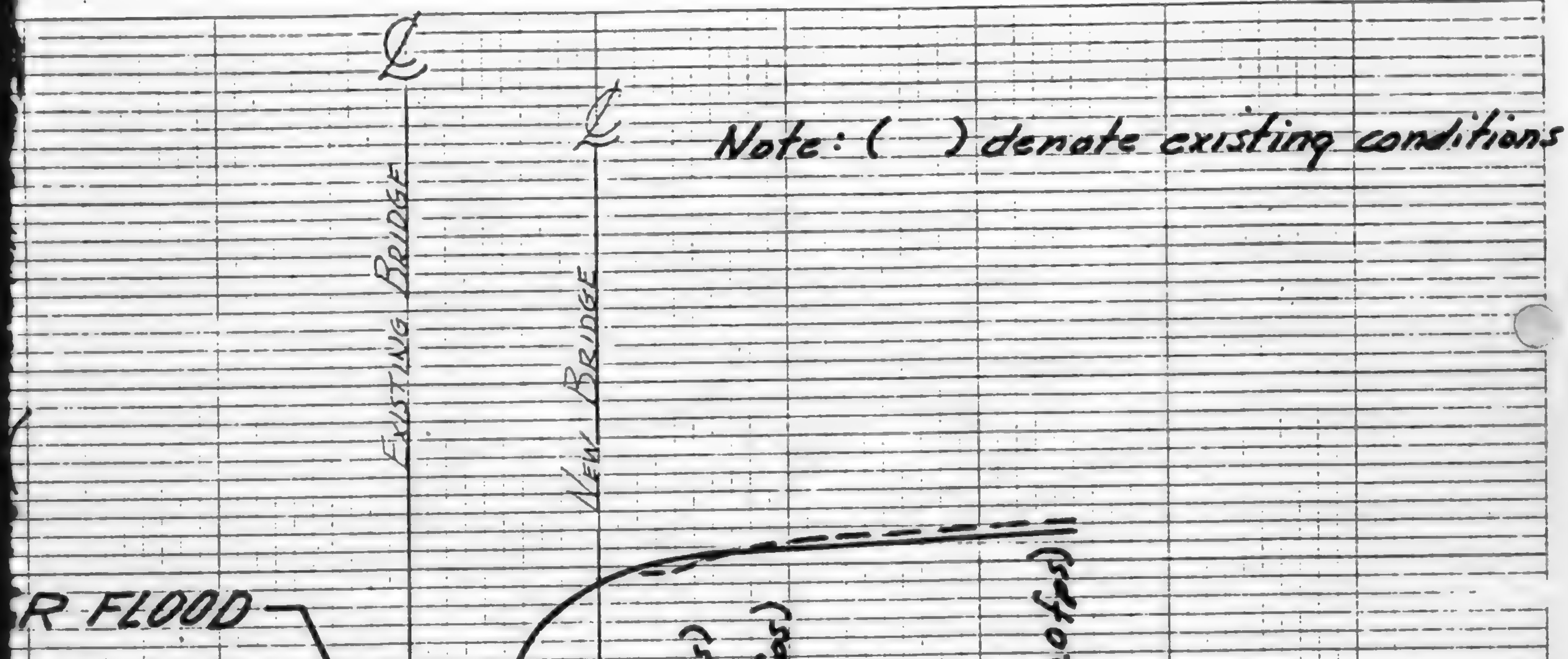
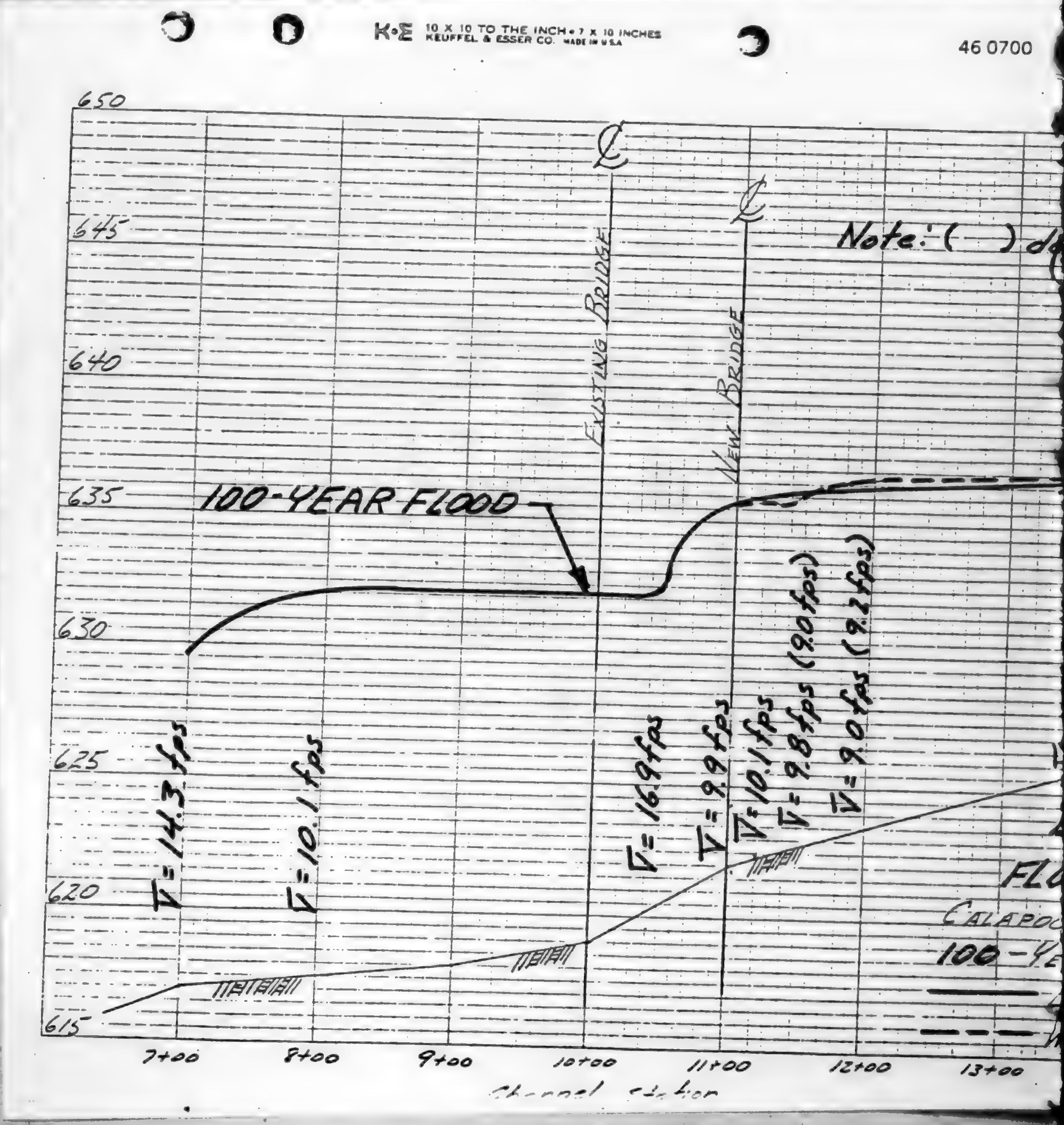


FIGURE II
FLOOD PROFILE
CALAPOOIA RIVER BRIDGE
50 - YEAR FREQUENCY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KEUFFEL & ESSER CO. MADE IN U.S.A.
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℄
EXISTING BRIDGE
℄
NEW BRIDGE
Note: ( ) d
100-YEAR FLOOD
V = 14.3 fps
V = 10.1 fps
V = 16.9 fps
V = 9.9 fps
V = 10.1 fps
V = 9.8 fps (9.0 fps)
V = 9.0 fps (9.2 fps)
FLO
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Channel station

K·E 10 X 10 TO THE INCH • 7 X 10 INCHES
KEUFFEL & ESSER CO. MADE IN U.S.A.

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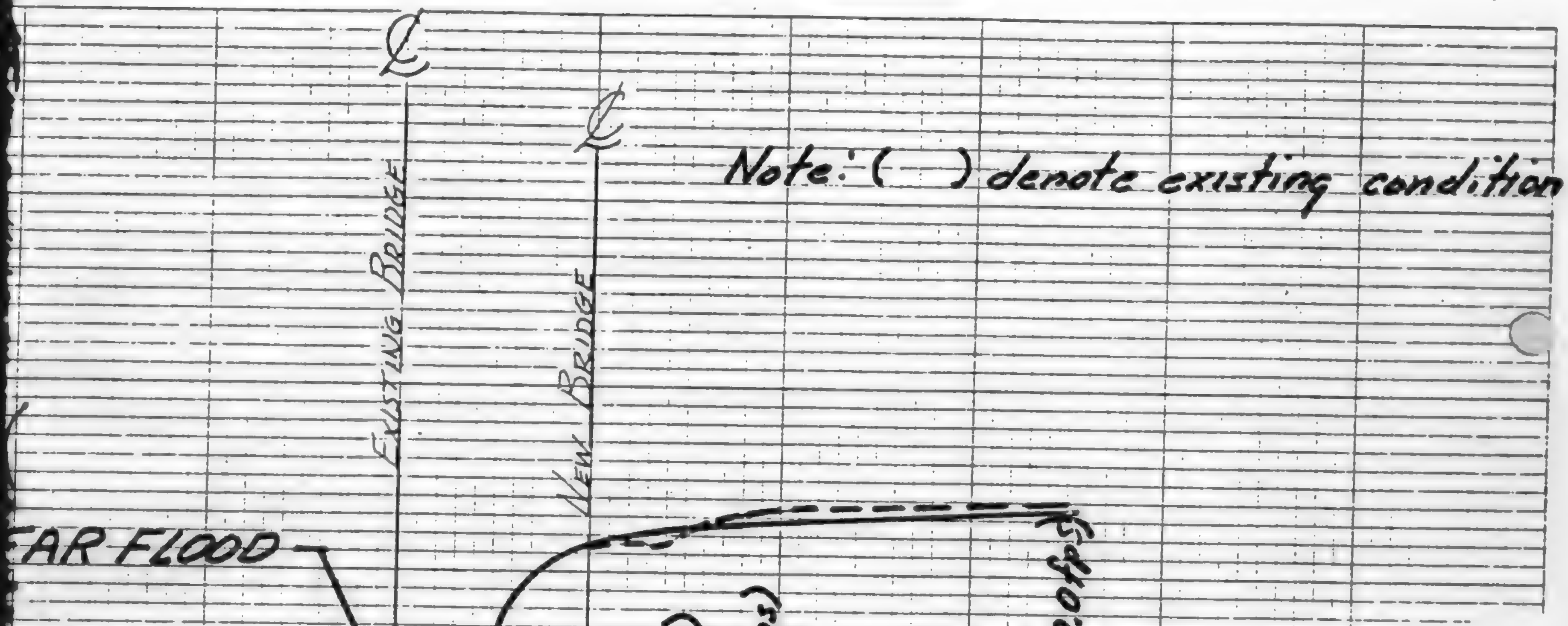

FIGURE III
FLOOD PROFILE
CALAPOOIA RIVER BRIDGE
100 - YEAR FREQUENCY

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KEUFFEL & ESSER CO. MADE IN U.S.A.
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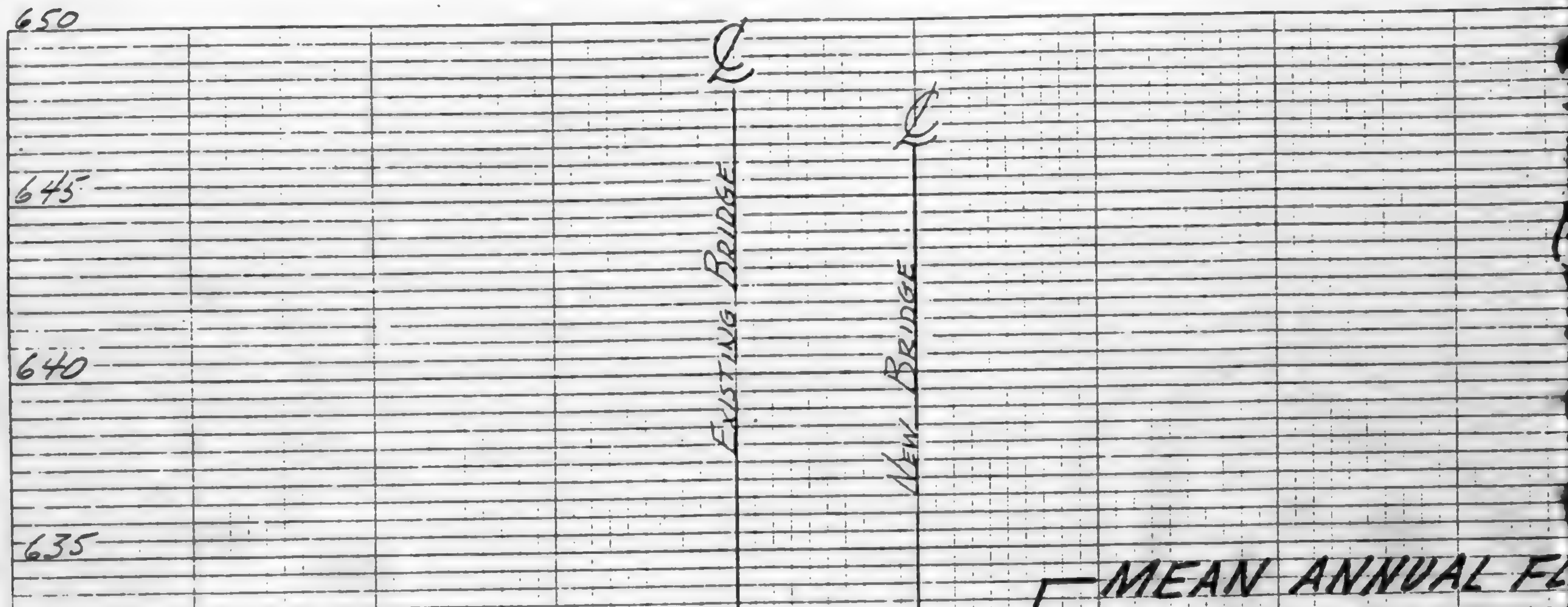

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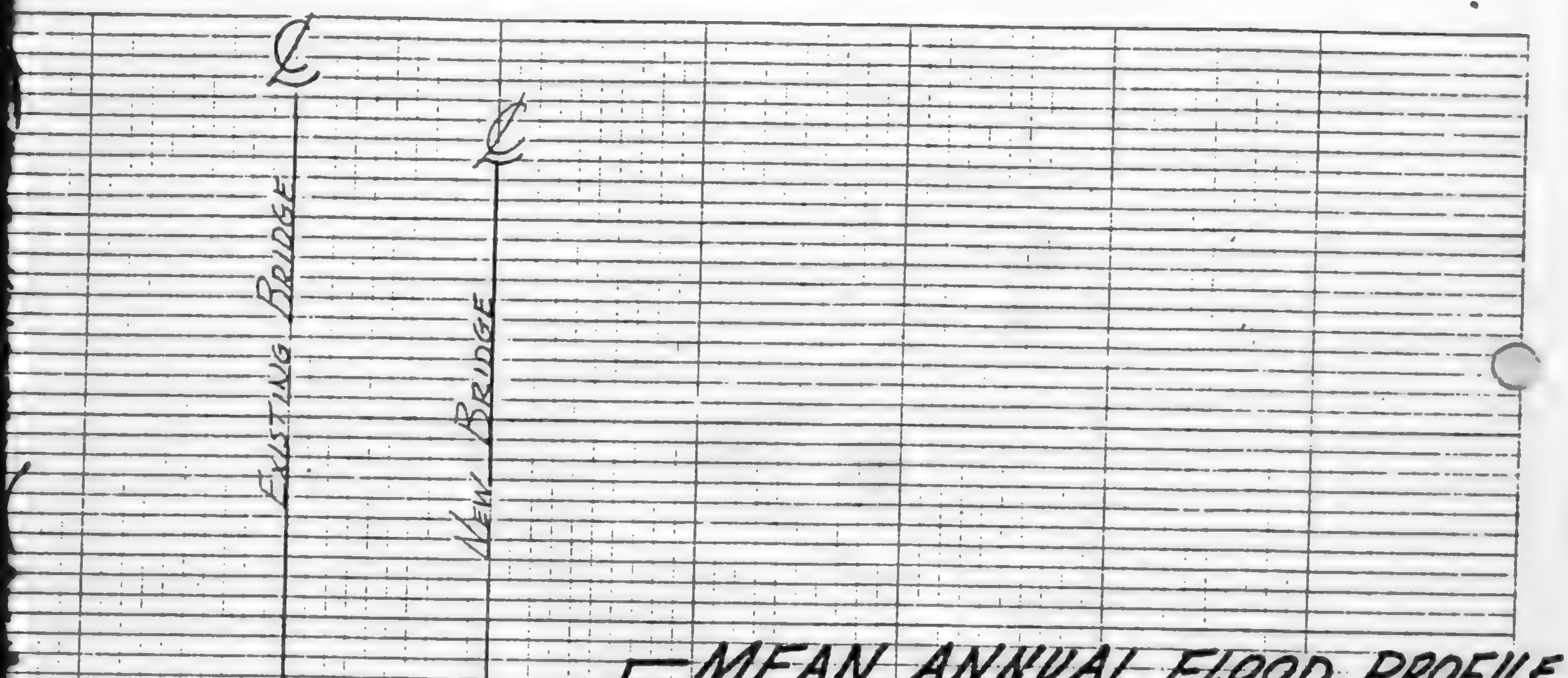
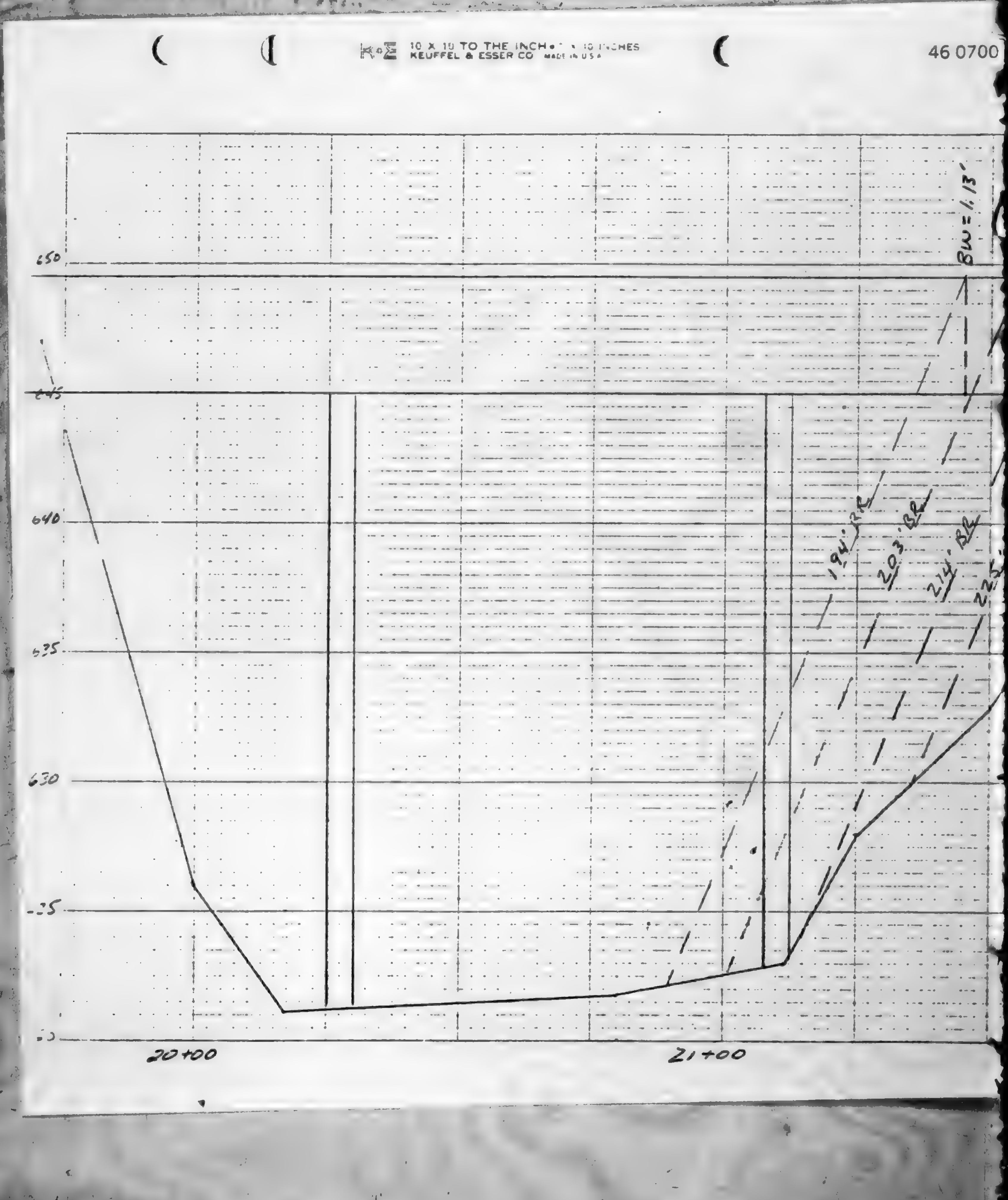


FIGURE III (A)

FLOOD PROFILE

Calapooia River Bridge

2 -Year Frequency


K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO. MADE IN U.S.A.
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635
630
625
620
20+00
21+00
BW=1.13'
194' BR
203' BR
214' BR
225'

K+E 10 X 10 TO THE INCH • 7 X 10 INCHES
KEUFFEL & ESSER CO. MADE IN U.S.A.

46 0700

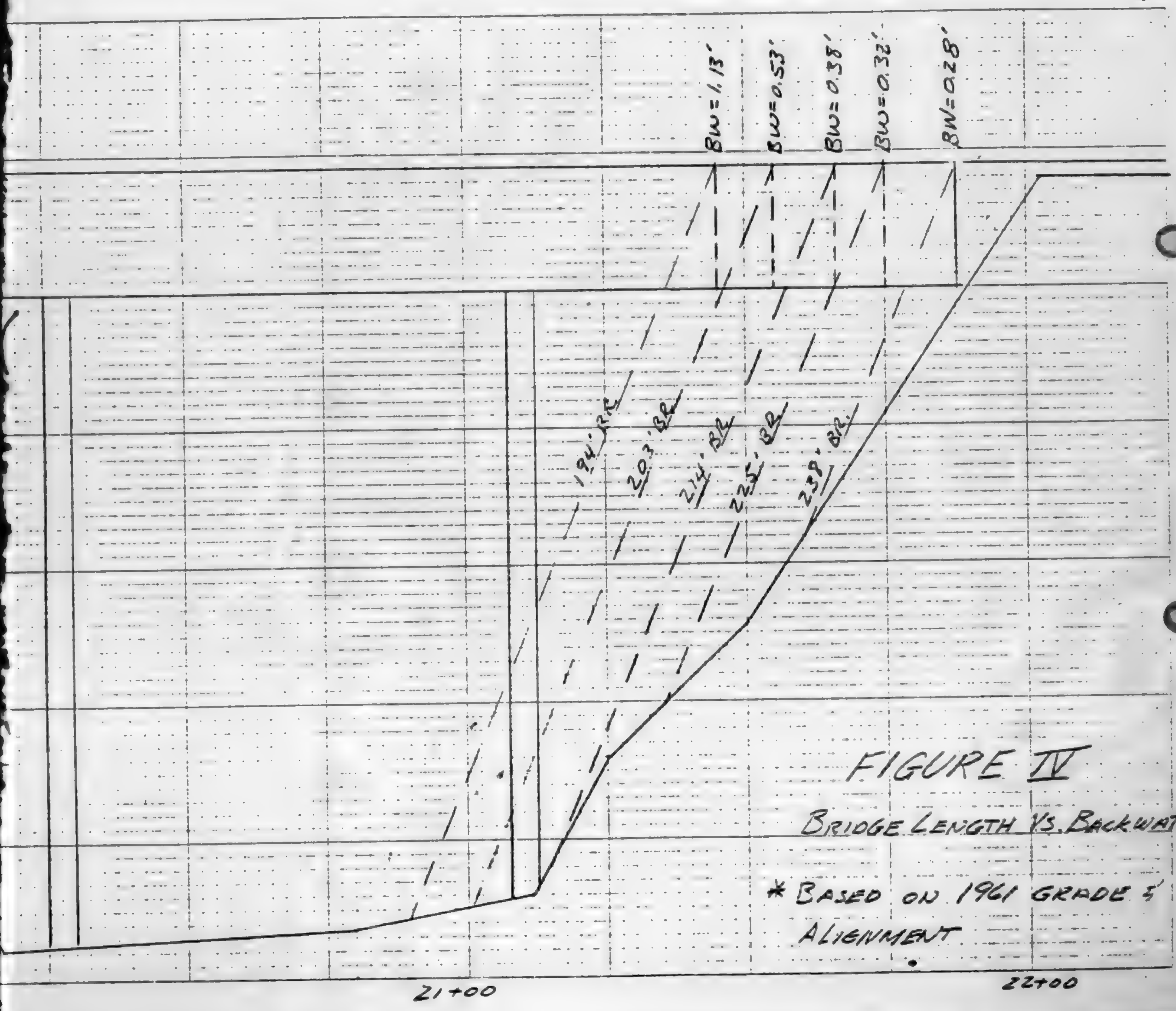

FIGURE IV

BRIDGE LENGTH VS. BACKWATER

* BASED ON 1961 GRADE & ALIGNMENT

# HYDRAULIC DATA

| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR ( 1964 ) |
|---|---|---|---|
| Discharge - cfs / $m^3/s$ | 12,000 | 13,500 | 10,900 |
| Frequency - yrs. | 50 | 100 | $25^{+}$ |
| H.W. Elevation Natural Channel ft. / m. | $634^{6}$ | $635^{7}$ | $633^{8}$ |
| H.W. Elevation Channel Change ft. / m. | | | |
| Average Velocity - fps / mps | 9.8 | 9.9 | 9.7 |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

## OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

## CALAPOOIA RIVER BRIDGE

| COMPILED BY: | DATE: |
|---|---|
| Macnab | July 23, 1977 |

8726

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

7-27-77

FEDERAL AID PROJECT NO. S-A482(2)

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70332

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO Mr. [illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-27-77

FEDERAL ROUTE NUMBER Secondary A482

STATE ROUTE NUMBER County Road

GENERAL LOCATION: "Upper Calapooya River Bridge Section

GENERAL DESCRIPTION OF WORK: Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 7-20-77 letter you are authorized to proceed with the actual acquisition of right of way for the subject project at an estimated cost not to exceed $5,500 - Federal funds $4,710. Federal participation is limited to that right of way actually incorporated in the final location.

DATE 7-27-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-655

8726

GENERAL FILES

July 21, 1977

Mr. Willis R. Grafe
Linn County Engineer
3010 Ferry Street
Albany, OR 97321

Dear Mr. Grafe:

Upper Calapooya River Bridge
FAS A-482
Linn County

Your July 8 letter indicated a growing concern over the structural condition of the Upper Calapooya River Bridge and the need to expedite the replacement project.

The project is currently in our design section where every effort will be made to bring it to early contracting. The FAS-C funding is available and committed to this project, based on a preliminary estimate of $520,000.

Our design section is studying a possible revision to the field-located alignment in order to eliminate some of the problems of stage construction. The design of the bridge will start as soon as the final alignment is fixed. The design time on the bridge is estimated at eight to ten weeks. The project has been assessed as a Category 3 non-major action. The necessary permits, such as Land Board and Corps of Engineers permits, have been applied for.

The controlling item in bringing the project to an early bid will be the securing of right-of-way. The acquisition of right-of-way is being handled by our Region II Right-of-Way Office. They advise it will require seven months to clear the approximate seven parcels of undeveloped land required. It is possible that you may be able to offer some assistance to our Right-of-Way people in securing the necessary property.

If the current right-of-way time schedule is left unchanged, the project would be contracted in March of 1978.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring (enc.)
J. H. Versteeg "
Frank Terpin "
J. B. Boyd "
Walt Hart
John Sheldrake "

WJH:dh ja

8726

9

Office Of

**LINN COUNTY ENGINEER**

3010 Ferry Street

ALBANY, OREGON 97321

Phone 926-9451

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

July 8, 1977
11

Mr. H.S. Coulter, Chief Engineer
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

RE: FAS Route A-482
Upper Calapooya River Rd.

Dear Sir:

On August 12, 1976, we submitted a request for a County FAS project for design and construction of a bridge and approaches on subject route, at that time identified as FAS route 218.

Work on the project appears to have been proceeding in an orderly manner since that time with the County - State agreement executed on Nov. 10, 1976, the preliminary location completed and reviewed locally, and all field work submitted to Salem through channels. We can only be favorably impressed by such action in response to our request.

In the last 3 years we have twice experienced termite damage to the deck system of this structure and both times these were treated by spraying and impregnating with poison and were thought to have been arrested.

As recently as last week, however, we discovered fresh indications of termite action, and are now approaching an emergency condition in the situation.

This bridge represents a key link in our system, and is the sole access to the upper Calapooya Valley with its agricultural and timber activities.

It is our understanding adequate funding is currently available for this project.

Any assistance you may be able to give us in expediting this project to early execution will be sincerely appreciated.

Very truly yours,

Willis R Grafe
Willis R. Grafe
Linn County Engineer

RECEIVED
STATE HWY ENGR
JUL 11 '77
REFER TO
Hunter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | X | | | |

7-11-77
Mockring - Hunt
1 - Can we finance?
2 - When can we contract
ESH

WRG:bt
cc: Phil Stearns Region II
R.W. Ellison, Br. Design

8726

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 20, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 70332
Project No. RS-A482(2)
Upper Calapooya River Bridge Section
Linn County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $5,500 with an obligation of $4,710 in federal funds.

There are no improvements on the property to be acquired, therefore, no relocation assistance is required.

CL:dmc
cc: J. Sheldrake, Reg. 2
H. Reynoldson
F. Lowe

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO. | FORM PR-1 (REV. 4-61) | FEDERAL- |
| DATE SUBMITTED TO W. O. | July 20, 1977 | |

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION *(45 typewriter spaces)* 21 65<br>Co. Rd. Approx. 5 mi. S.E. of Holley | **ADT** | PRESENT<br>DHV 50<br>325 | FUTURE<br>550<br>(66) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62<br>Right of Way Acquisition | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | |

| | | | |
|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME<br>Lin | |
| | NAME OF URBAN AREA 17-31<br>- | ROUTE NO. S | FEDE |

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | WORK STEP | TERMINI *(Full description)* | MILES | ESTIMATED PR TOTAL ESTIMATED COST | FEDERAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | | | |
| 5 | | | | | **ROW** | | "Upper Calapooya River Bridge Section" | 0.5 | 5,500 | 4,710 |
| 5 | | | | | **CONST** (CODE) | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY CL | PROJECT TOTALS | 0.5 | 5,500 | 4,710 |
| 1 | 14 | PROGRAM APPROVAL DATES December 9, 1976 | | | (16) (23) | (24) |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 65 | **ADT** | PRESENT<br>DHV 50<br>325 | FUTURE<br>550<br>(66) (70) | YEAR<br>97<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) | APPN CODE<br>075<br>(4) (9) | ITEM NO.<br>70332<br>(14) (18) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>RS -<br>14 23 | NUMBER<br>A482 (2)<br>7 | SEQ. NO.<br>13 | I. Projects Only<br>POST MI.<br>(24) (26) | DESIG.<br>27 |

| | | | | |
|---|---|---|---|---|
| COUNTY NAME<br>Linn | | | CODE<br>043<br>(14) (16) | PROGRAM STAGE<br>☐ 1 OR ☐ 2 |
| ROUTE NO. S | FEDERAL-AID<br>A482<br>(32) | STATE<br>Co. Rd.<br>(36) | U.S.<br>(37) -<br>(41) | |

| | ESTIMATED PROJECT COST BY PHASES | | | | |
|---|---|---|---|---|---|
| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
| (54) (58) | (59) (66) | (67) (76) | | | |
| | | | | | |
| 0.5 | 5,500 | 4,710 | 395 | 395 (co.) | |
| | | | | | ROW-60' min.;<br>Access Control-None;<br>Parking Restrictions-None |
| 0.5 | 5,500 | 4,710 | 395 | 395 (co.) | |
| | (16) (23) | (24) (33) | | | |

REMARKS

Additional Data: See Item 70332,
Project No. RS-A482(1)

-over-

Upper Calapooya River Bridge Section
Project No. RS-A482(2)

Project Data: Work under this project consists of right-of-way acquisition all phases as required for the future construction of a reinforced concrete bridge on improved alignment and necessary roadway approaches.

NOTE: 1) This project is in Congressional District No. 4.
2) No relocation assistance is required.

8726

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Upper Calapooya River Br.

Highway: F.A.S. A482

County: Linn

Prefix: 522-1948

Res. Engr.

Date July 18, 1977

Ten Year Traffic Coefficient 7.5

18 kip s.a. per day 54.6

R value 10

Frost Penetration - - - -

CBE Total Requirement 24.0"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0 |
| 4.0" | A.C. | 8.0 |
| 13.0" | A.B. | 13.0 |
| 18.5" | | 24.0" |

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

√

Rp

8726

8

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: July 14, 1977

FROM: D. H. Moehring W. Hart
Project Management Engineer

SUBJECT: Upper Calapooya River Bridge
FAS A482
Linn County
Assign. #ESH 973

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973A } H

The subject FAS-C project was approved by the Transportation Commission September 28, 1976. The current estimate is approximately $520,000 and FAS-C funding is committed and available. The acquisition of right-of-way is to be handled by the Region 2 Right-of-Way office, and could be the main factor in determining the letting date.

DNH:ljt
Att.

cc: W. J. Hart
J. Sheldrake, Region 2

NOTED
E. S. HUN

RECEIVED
STATE HWY ENGR
JUL 15 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

81-128-1307

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 12, 1977

Walter J Hart

FROM: Walter J. Hart
Structural Engineer

TO: Mr. E. S. Hunter

SUBJECT:

Upper Calapooya River Bridge
FAS A-482
Linn County

The Vicinity Map for the Upper Calapooya River Bridge was received Friday, July 8, 1977. A designer has been assigned to the project and will start preliminary design work this week. Estimate ten weeks for design, detailing, and a design check. This could put advertising in early November with a late November bid. The above date is on the assumption that all of the necessary permits can be cleared by that time. We will also need an early determination of waterway requirements from the Hydraulics Section in order to meet this schedule.

A completion date in late summer of 1978 would be projected.

WJH:dh

cc D. H. Moehring
Dick Lenz

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 13 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8726

4-23-77

# NARRATIVE REPORT

Upper Calapooya R. Br.
Holley- Dollar Rd.
Linn County FAS

## History:

Authority for Survey for this 0.25 mile section was submitted on August 24, 1976. Previous locations have been made of this site but were not used, as a dam down stream was proposed. It has been decided that this dam will not be constructed.

The present bridge was constructed in 1970 using untreated timber and a salvaged light truss.

It was considered to be temporary because of the previously mentioned dam project. Deck on the existing structure failed July 28, 1976 and has been repaired by County forces. The estimated ultimate service life is between August 1977 and Jan. 1978.

## Standards:

This is a Class "E" highway with no deviations from minimum standards except a 150' section of 6.525% grade.

## Typical Section:

The typical section for the mainline construction will be as follows:

1½" Asphaltic concrete future overlay, by others.
2" Class "C" asphaltic concrete wearing surface.
2" Class "C" asphaltic concrete base course.
13" 1"-0 Aggregate base material.

The ditch is 0.5 feet deep on a 4:1 slope from subgrade shoulder at 21.0.

The side slopes vary from 4:1 to 1½:1 cut and fill.

The rip-rap is to be constructed as an integral part of the fill.

## Horizontal Alignment:

Coordinates for this project were derived from U. S. Army Corps of Engineers data. The "P" line was used as control for topog, property ties, Etc. The "$L^2$" line was produced from the "P" line and appears to be the most desirable route.

## Vertical Alignment:

The vertical alignment was choosen to minimize quantities, also to match existing pavement and to conform to existing grades.

Additionally it was necessary to carry profile grade on the right side of the 5° curve left at station $L^2$13+31.52 to $L^2$19+04.52 preventing the developement of an adverse grade in the super runoff.

Materials:

On this project there will be approximately 4500 cubic yards of general excavation and 10,700 cubic yards of embankment (as adjusted). The balance of excavation (6200 cubic yards) could be taken from an on site borrow area on the east side of the river or from a nearby slide area easterly of the project. This slide area is currently being investigated and the results will be too late for this report.

The general excavation material composition is about 25% solid rock by appearances. The borrow excavation material is about 50% solid rock by appearances. The slide material can be assumed to be all unconsolidated.

It should be noted that of the 4000 cubic yards of excavation on the westerly side of the river 3600 cubic yards will need to be transferred to the easterly side. This will require a legal haul using either the existing structure or the proposed structure, after a suitable ramp has been built from materials east of the river.

This project will require some 3100 tons 1"-0 aggregate base material and 820 tons Class "C" asphaltic concrete.

Also needed will be 420 to 630 cubic yards of Class 700 rip-rap used as slope erosion control material. This material can be obtained from a commercial source 8 miles from the project towards Sweet Home. There is a possibility the rip-rap could be sorted from project excavations, in that event a price aggreement could be written to cover cost differential.

Items other than the structure are minor.

Right of Way:

The proposed right of way is as follows:

Station L2 13+31.52 P.S., 30 feet left and right (existing right of way).
Station L2 14+81.52 P.S.C., 40 feet left and 60 feet right. (100')
Station L2 17+54.52 P.C.S., 50 feet left and 60 feet right. (110')
Station L2 19+04.52 P.T., 40 feet left and 60 feet right. (100')
Station L2 22+00.00 P.O.T., 60 feet left and 80 feet right. (140')
Station L2 25+00.00 P.O.T., 50 feet left and 60 feet right. (110')
Station L2 26+84.91 P.S., 30 feet left and right, (existing right of way).

The right of way boundary lines are all point to point tangents.

Additional right of way will be needed for the proposed borrow area as follows: Station "P" 29+00 from existing right of way to 100 feet left, ahead to station "P" 33+00 from existing right of way to 100 feet left.

If it is decided to obtain the borrow material from the previously mentioned slide area it will be necessary to purchase right of way there instead of the borrow area.

Structures:

The existing bridge is an underslung truss with untreated wooden deck 175 feet long and 20 feet wide. This bridge is deteriorating and possibly will not be of use in hauling earthwork across the river.

The details of the proposed bridge are as follows: it will be three

spans, 50 feet, 130 feet and 50 feet for a total of 230 feet. The roadway width will be 30 feet. The depth will be approximately 6 feet. The skew will be 45° left to right. The grade will be +0.17529%. The height to the bottom of the bridge to the river is approximately 32 feet. The beginning centerline station is L2 19+50 and the ending station is L2 21+80. The cost estimate of this structure is 30 dollars per square foot of roadway area plus 40% for design engineering. Total cost of structure is 30 x 230 x 30 = 207,000 plus 40% = $289,800.
?

Drainage:

There is no drainage problem other than approach pipes.

Anticipated Items:

Rip rap for toe trench excavation in the event the material below toe of fill is not rock, 208 cubic yards, this mateial is included in larger estimate of rip rap mentioned in materials section.

Toe trench excavation, same conditions as above, 225 cubic yards not previously accounted for.

Stage Construction:

The proposed structure can be constructed without conflict with traffic except the northeast corner, which overlaps the approach span of the existing bridge. The alignment was not shifted to eliminate this conflict because it would generate excessive excavation quantities, (and as a result additional right of way). the material would have to be hauled over the existing structure, (restricted by whatever load limit may exist at the time).

There are two apparent stage construction possibilities; (1) A temporary addition to the approach span, on the easterly side, could be erected to provide for traffic and allow the new structure to be constructed in it's entirety. (2) The new structure could be completed except for the easterly half of the approach span on the North end. Traffic could then be moved to the West side of the new structure with "one-way" traffic. The one-way section would be clearly visable from both directions and "one-way traffic" signing should be sufficient for this low volume road.

The new structure, on it's alignment, constructed to 1/2 width will accomodate traffic as satisfactory or better than the existing facility does now.

Option 2 is recommended.

Utilities:

Three poles owned by Pacific Power & Light Company, numbers 304300, 305300 and 306200 will need adjustment. Pole number 305300 is shared with Northwestern Telephone Company.

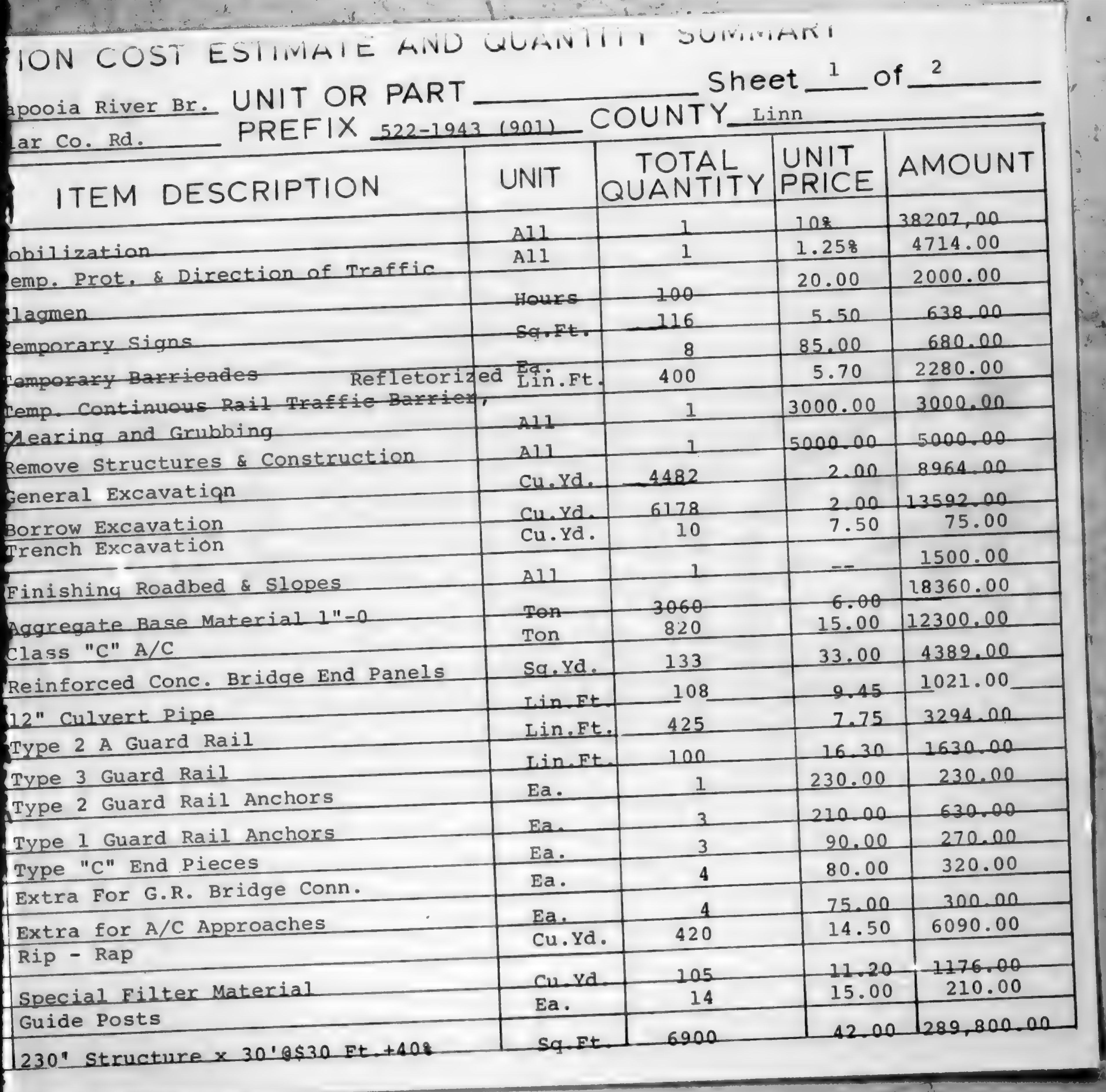
Northwestern Telephone Company pole left L2 station 25+50 also need adjustment, this pole has no identification.

## LOCATION COST ESTIMATE AND QUANTITY S

SECTION Upper Calapooia River Br. UNIT OR PART

HIGHWAY Holly-Dollar Co. Rd. PREFIX 522-1943 (901) COUNT

| ITEM NO. | SPEC. NO. | ITEM DESCRIPTION | UNIT | TOTA QUANT |
|---|---|---|---|---|
| 1 | 110 | Mobilization | All | 1 |
| 2 | 111 | Temp. Prot. & Direction of Traffic | All | 1 |
| 3 | 111 | Flagmen | Hours | 100 |
| 4 | 111 | Temporary Signs | Sq.Ft. | 116 |
| 5 | 111 | Temporary Barricades | Ea. | 8 |
| 6 | 111 | Temp. Continuous Rail Traffic Barrier, Refletorized | Lin.Ft. | 400 |
| 7 | 201 | Clearing and Grubbing | All | 1 |
| 8 | 202 | Remove Structures & Construction | All | 1 |
| 9 | 203 | General Excavation | Cu.Yd. | 4482 |
| 10 | 203 | Borrow Excavation | Cu.Yd. | 6178 |
| 11 | 206 | Trench Excavation | Cu.Yd. | 10 |
| 12 | 222 | Finishing Roadbed & Slopes | All | 1 |
| 13 | 304 | Aggregate Base Material 1"-0 | Ton | 3060 |
| 14 | 401 | Class "C" A/C | Ton | 820 |
| 15 | 508 | Reinforced Conc. Bridge End Panels | Sq.Yd. | 133 |
| 16 | 603 | 12" Culvert Pipe | Lin.Ft. | 108 |
| 17 | 606 | Type 2 A Guard Rail | Lin.Ft. | 425 |
| 18 | 606 | Type 3 Guard Rail | Lin.Ft. | 100 |
| 19 | 606 | Type 2 Guard Rail Anchors | Ea. | 1 |
| 20 | 606 | Type 1 Guard Rail Anchors | Ea. | 3 |
| 21 | 606 | Type "C" End Pieces | Ea. | 3 |
| 22 | 606 | Extra For G.R. Bridge Conn. | Ea. | 4 |
| 23 | 610 | Extra for A/C Approaches | Ea. | 4 |
| 24 | 620 | Rip - Rap | Cu.Yd. | 420 |
| 25 | 620 | Special Filter Material | Cu.Yd. | 105 |
| 26 | 623 | Guide Posts | Ea. | 14 |
| 27 | 500 | 230' Structure x 30'@$30 Ft.+40% | Sq.Ft. | 6900 |



# ION COST ESTIMATE AND QUANTITY SUMMARY

apooia River Br. UNIT OR PART __________ Sheet 1 of 2

ar Co. Rd. PREFIX 522-1943 (901) COUNTY Linn

| ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|
| obilization | All | 1 | 10% | 38207.00 |
| emp. Prot. & Direction of Traffic | All | 1 | 1.25% | 4714.00 |
| lagmen | Hours | 100 | 20.00 | 2000.00 |
| emporary Signs | Sq.Ft. | 116 | 5.50 | 638.00 |
| Temporary Barricades | Ea. | 8 | 85.00 | 680.00 |
| Refletorized Temp. Continuous Rail Traffic Barrier, | Lin.Ft. | 400 | 5.70 | 2280.00 |
| Clearing and Grubbing | All | 1 | 3000.00 | 3000.00 |
| Remove Structures & Construction | All | 1 | 5000.00 | 5000.00 |
| General Excavation | Cu.Yd. | 4482 | 2.00 | 8964.00 |
| Borrow Excavation | Cu.Yd. | 6178 | 2.00 | 13592.00 |
| Trench Excavation | Cu.Yd. | 10 | 7.50 | 75.00 |
| Finishing Roadbed & Slopes | All | 1 | -- | 1500.00 |
| Aggregate Base Material 1"-0 | Ton | 3060 | 6.00 | 18360.00 |
| Class "C" A/C | Ton | 820 | 15.00 | 12300.00 |
| Reinforced Conc. Bridge End Panels | Sq.Yd. | 133 | 33.00 | 4389.00 |
| 12" Culvert Pipe | Lin.Ft. | 108 | 9.45 | 1021.00 |
| Type 2 A Guard Rail | Lin.Ft. | 425 | 7.75 | 3294.00 |
| Type 3 Guard Rail | Lin.Ft. | 100 | 16.30 | 1630.00 |
| Type 2 Guard Rail Anchors | Ea. | 1 | 230.00 | 230.00 |
| Type 1 Guard Rail Anchors | Ea. | 3 | 210.00 | 630.00 |
| Type "C" End Pieces | Ea. | 3 | 90.00 | 270.00 |
| Extra For G.R. Bridge Conn. | Ea. | 4 | 80.00 | 320.00 |
| Extra for A/C Approaches | Ea. | 4 | 75.00 | 300.00 |
| Rip - Rap | Cu.Yd. | 420 | 14.50 | 6090.00 |
| Special Filter Material | Cu.Yd. | 105 | 11.20 | 1176.00 |
| Guide Posts | Ea. | 14 | 15.00 | 210.00 |
| 230' Structure x 30'@$30 Ft.+40% | Sq.Ft. | 6900 | 42.00 | 289,800.00 |

8

# LOCATION COST ESTIMATE AND QUANTITY SUM

SECTION Calapooya River Bridge UNIT OR PART ______ She

HIGHWAY Holly-Dollar Rd. PREFIX 522-1948 (901) COUNTY

| ITEM NO. | SPEC. NO. | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY |
|---|---|---|---|---|
| | | Subtotal of Bid Items | | |
| | | Engr. & Contingencies (20%) | | |
| | | | | |
| | | ADDITIONAL ANTICIPATED ITEMS | | |
| | | | | |
| | | Rip Rap for toe Trench Exc. | C.Y. | 208 |
| | | Toe Trench Ex. | C.Y. | 225 |
| | | Permanent Striping | | |
| | | Relocate PP&L Pole #305300 | | |
| | | Relocate Northwestern Telephone Line | | |
| | | Seed & Mulch Borrow Area | | |
| | | Right-of-Way | | |
| | | | | |
| | | | | TOTAL ESTIMATE |
| | | | | |
| | | | | |
| | | | | |
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# N COST ESTIMATE AND QUANTITY SUMMARY

er Bridge UNIT OR PART ______________ Sheet 2 of 2
d. PREFIX 522-1948 (901) COUNTY Linn

| TEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|
| tal of Bid Items | | | | $420,670.00 |
| & Contingencies (20%) | | | | $ 84,134.00 |
| | | | | |
| IONAL ANTICIPATED ITEMS | | | | |
| | | | | |
| Rap for toe Trench Exc. | C.Y. | 208 | 14.50 | 3,016.00 |
| Trench Ex. | C.Y. | 225 | 6.20 | 1,395.00 |
| ment Striping | | | | 500.00 |
| cate PP&L Pole #305300 | | | | 1,200.00 |
| cate Northwestern Telephone Line | | | | 200.00 |
| & Mulch Borrow Area | | | | 300.00 |
| t-of-Way | | | | 4,575.00 |
| | | TOTAL ESTIMATED COST | | $515,990.00 |
| | | | | 25 |
| | | | | 290,993.00 |

8726

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 10, 1977

Richard E. Reeves

FROM: Richard E. Reeves
Right-of-Way Agent

TO: Mr. J. B. Boyd
Right-of-Way Supervisor

SUBJECT: Reconnaissance Liaison Estimate
Upper Calapooia River Bridge
Holly-Dollar County Road
Linn County
Prefix 522-1948
FAS A 482

My estimate of right-of-way costs for the above project is $4,575 for land and timber. There are no improvements nor displacees.

4,575 × 1.20 = 5,490
Say $5,500.00

RER:sch

cc: John Sheldrake, Region 2 Engineer

Boz:
Please program $5,500 R/W with FHWA for subject FAS-C Project.
W.A. Prange

PROJECT MANAGEMENT
JUL 15 '77
REFER TO:
W Wimer
P Prange Taa
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me ☐

RIGHT OF WAY SECTION
RECEIVED
JUN 13 1977
RE ☐ ARE ☐ ARA ☐ FS ☐ CA ☐ RS ☐
FRS ☐ AS ☐ CE [✓ FL] OS ☐ TA ☐ FAO ☐

NOTED

8726

GENERAL FILES

8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 9, 1977

FROM: Adele L. Egan
Right of Way Office Manager

SUBJECT: Right of Way Services Agreements
C&A 5876 5870 #60, #61, Linn County
C " 5871, 5867 5868 #62, #63, #64, Yamhill County

TO: Perry Crosley, Acting
Region 2 R/W Supervisor

Enclosed are originals and/or xerox copies of the subject agreements signed by Mr. Boyd June 1 so that you may transmit them to the proper County officials. A copy is also included for your records.

If these are to be a Federal-Aid Project, a prefix will be assigned after programming. If not, we will secure a prefix for you.

AE
mp
Enc.

cc: Cecil Head, w/orig.
Bob Warberg, w/c
Co-City, w/c
Title, w/c
Relocation, w/c

NOTED
C. W. HEAD

8726 2-2-77 2

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

**FEDERAL AID PROJECT NO.** RS-A 482(1)

**STATE PROJECT NO.** See below

**COUNTY NAME** Linn

**PROGRAM STAGE (Check)** ☐ 1. ☐ 2.

**PROGRAM NO.**

**ITEM NO.** 70332

**FROM:**

G. L. Green, Div. Administrator
Salem, Oregon

**TO:**

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO Rulien
FOR
R/D D/R

| | |
|---|---|
| **DATE PS&E APPROVED** | 2-2-77 |
| **DATE AUTHORIZATION EFFECTIVE** | 2-2-77 |
| **FEDERAL ROUTE NUMBER** | Secondary A 482 |
| **STATE ROUTE NUMBER** | County road |

**GENERAL LOCATION:**

"Upper Calapooya River Bridge Section"

**GENERAL DESCRIPTION OF WORK:**

Preliminary engineering, grade, pave, and one structure (Code X081, miles 0.5)

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $32,600 - FF $27,970
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Rulien's 1-17-77 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $250,000 - Federal funds $214,500 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| | |
|---|---|
| **DATE** | 2-2-77 |
| **SIGNATURE OF APPROVING OFFICIAL** | G. K. Hossner for |
| **TITLE** | Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8726

fas A-482
A-496
Linn Co

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 28, 1977

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Calapooya River Bridge
FAS A482
Weddle Bridge ✓
FAS A496

TO: George N. Hopkins
LOCAL GOVERNMENT PROGRAMS ENGINEER

Attached are letters from Willis Grafe regarding right-of-way acquisition for subject projects.

Mr. Grafe is expressing the County's desire for Federal Aid funding for right-of-way purchase.

Please take appropriate steps to program right-of-way acquisition for these projects with the FHWA.

c.c. J. B. Boyd

POS/elf

Attach.

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
JAN 31 1977
COUNTY
✓ CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

PROJECT MANAGEMENT
JAN 31 '77
REFER TO
Prange
H

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  | X |  |  |  |

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

January 26, 1977

Phillip O. Stearns, Federal Aid Engr.
Oregon State Highway Div., Region II
East Salem Highway Bldg.
2960 E. State Street
Salem, Oregon 97310

RE: Weddle Bridge, Kelly Rd.
FAS 763, C.R.622

Dear Mr. STearns:

Reference is made to our project request transmitted to you May 25, 1976, covering survey, design, and construction of bridge and approaches across Thomas Creek.

On page 7 of the application under Right-of-Way and Utilities Data, we requested the State to negotiate and acquire right-of-way on behalf of the county. In clarification of this item of the request, and to avoid any misunderstanding, it was our intent that the State would include the right-of-way acquisition as an integral part of the FAS project and handle the funding for purchase of right-of-way under Federal Aid procedures.

Very truly yours,

Willis R Grafe

Willis R. Grafe
Linn County Engineer

WRG:bt

______Hopkins______
______Harwell______
______Holmes______
______Prange______
______Unrein______

RECEIVED
JAN 31 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up___/___/___
Other______

8126

8

January 17, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70332
Project No. RS-A482(1)
Upper Calapooya River Bridge Section
Linn County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $32,600 with an obligation of $ 27,970 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $ 260,000 with an obligation of $ 214,500 in federal funds.

CL:eb
cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

January 17, 1977

**FEDERAL**

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION (*45 typewriter spaces*)<br>Co. Rd. Approx. 5 mi. S.E. of Holley<br>21 65 | **ADT** | PRESENT<br>DHV 50<br>325 | FUTURE<br>550<br>(66) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (*35 typewriter spaces*)<br>P.E., Gr. H.T. Pave, One Bridge<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. Y<br>(72) |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NA |
| | NAME OF URBAN AREA<br>17-31 | ROUTE NO. S |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (*Full description*) | MILES | ESTIMATED TOTAL ESTIMATED COST | FEDERA |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | "Upper Calapooya River Bridge Section" | 0.5 | 32,600 | 27,970 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST** (CODE)<br>X081 | | | 0.5 | 250,000 | 214,500 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>C.L. | PROJECT TOTALS | 0.5 | 282,600<br>(18) (23) | 242,470<br>(24) |
| 1 | 14 | PROGRAM APPROVAL DATES<br>December 9, 1976 | | | | |

# FEDERAL-AID PROGRAM DATA

7, 1977

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| (65) | **ADT** | PRESENT<br>DHV 50<br>325 | FUTURE<br>550<br>(66) (70) | YEAR<br>97<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) | APPN CODE<br>075<br>(4) (9) | ITEM NO.<br>70332<br>(14) (18) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| UPV AGCY<br>(66) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>RS-<br>14 23 | NUMBER<br>A482<br>7 | SEQ. NO.<br>(1)<br>13 | T. Projects Only<br>POST MI.<br>(24) (26) | DESIG.<br>27 |

COUNTY NAME Linn

CODE 043 (14) (16)

ROUTE NO. S

FEDERAL-AID A482 (32)

STATE Co. Rd. (36)

U.S. (37) - (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

| MILES<br>(54) (58) | TOTAL ESTIMATED COST<br>(59) (66) | FEDERAL FUNDS<br>(67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|
| 0.5 | 32,600 | 27,970 | 4,630 | - | |
| | | | | | |
| 0.5 | 250,000 | 214,500 | 17,750 | 17,750 (Co) | Row-60' normal;<br>Access Control-None;<br>Parking Restriction<br>-none. |
| 0.5 | 282,600 | 242,470 | 22,380 | 17,750 (Co) | |
| | (16) (23) | (24) (33) | REMARKS | | |

-over-

# Upper Calapooya River Bridge Section

## Project No. RS-A482(1)

Existing Facility:

Roadway - - 20-foot A.C. surface with 2-foot gravel shoulders.
Structure - Calapooya River Bridge #759-367; 175 foot underslung truss with untreated wood deck; HC 20 feet.

Adjacent Sections: Same as existing roadway

Project Data; Work under this project consists of the following:

1) Preliminary engineering all phases

2) Construct a reinforced concrete bridge, on improved alignment, approximately 240 feet length with a 30-foot roadway.

3) Grade, drain, high type pave approach roadways for 2-11 foot travel lanes with 4-foot shoulders, furnish and install guardrail and remove existing structure.

System Action, Airports, Railroads, Water Developments, Historical and Recreation Areas: None involved

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 24, 1976.

IM50-1-70 Requirements: State clearinghouse and District 4 clearinghouse A-95 review approval letters dated October 27, 1976 and October 28, 1976 respectively.

FHPM 7-7-5 Requirements:

(A) Public Hearings - None required under Oregon Action Plan. (category 3)
(b) Location/Design - Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

8726

8

November 15, 1976

Linn County Board of Commissioners
Linn County Courthouse
Albany, OR 97321

Attention: Del W. Riley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5876

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Upper Calapooya River Bridge on Calapooya River Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8726

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

G. L. Green
~~H. S. Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
C. O. Fredrickson
H. C. Johnson
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

## STATE A-95 REVIEW CONCLUSIONS

LINN CO.

APPLICANT: State Highway Division (70317,-332,-333,-334)
PROJECT TITLE: District 4, FY 77 Annual Program
DATE: October 27, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 310

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 12 1976
DIVISION OF STATE LANDS

## PNRS STATE REVIEW

Project #: 7610 2 310 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

8726

2

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** E. S. Hunter
Deputy State Highway Engineer

**DATE:** October 6, 1976
er

**FROM:** L. W. Rulien
Program Management Engineer

**SUBJECT:** PROJECT ASSESSMENT
Upper Calapooya River Br.
Calapooya Road Highway
Linn County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : N. C. Johnson
Region 2 Geologist: William Fretwell

81-125-1307

(#2) 8726

Item: 70317, 70332, 70333, 70334

2

ROBERT W. STRAUB
GOVERNOR

**DEPARTMENT OF TRANSPORTATION**

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council of
Governments
#7 Wellsher Building
Corvallis, OR 97330

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: District 4,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: C. O. Fredrickson
District Engineer: H. C. Johnson
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Item: 70317, 70332, 70333, 70334

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: District 4, FY 77 Annual Program Projects for Review

11 12] PROJECT LOCATION—CITY: See Attachment — PROJECT LOCATION—COUNTY: Attach. — PROJECT LOCATION [79: SEC: T: R: Attach.

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) [71

06 12] Please refer to the attached information covering proposed construction projects [71

07 12] which funds are anticipated to be obligated during the fiscal year October 1 - [71

08 12] September 30, 1977. Item 70317, 70332, 70333, 70334. [71

09 12] [71

10 12]

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 418,000 | - | 34,000 | 34,000 | - | 486,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: 9-29-76

**(D) REVIEW REQUIRED by A-95** Yes ☒ 31 No ☐ 32

**(E) ENVIRONMENTAL IMPACT** Yes ☐ 33 No ☒ 34

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 35 No ☒ 36

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42: October — 43] DAY [44: 25 — 45] YEAR [46: 1976

# ADDITIO AL INFORMATION—ALL APPLI NTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

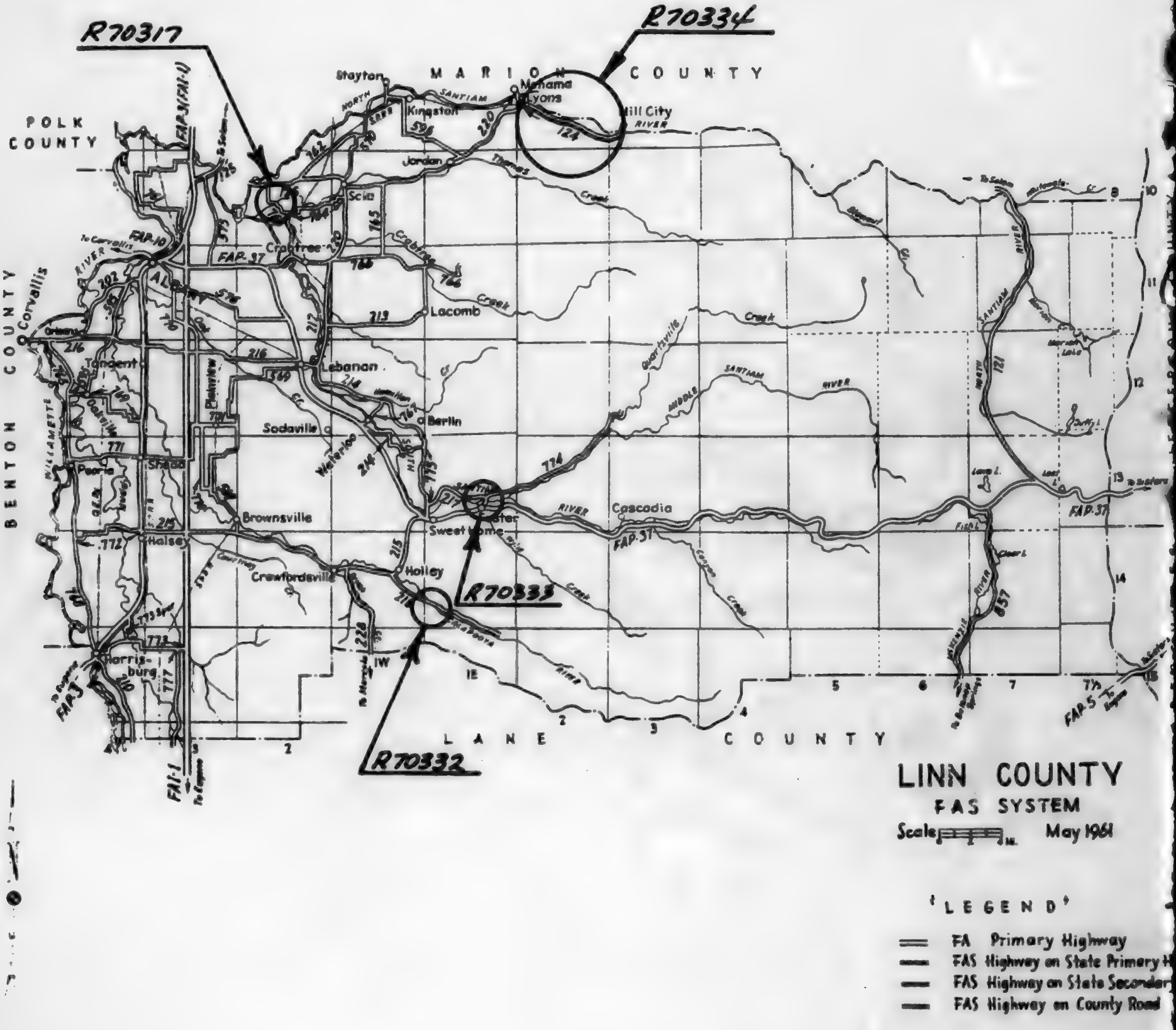
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ________

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

## PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

# DISTRICT 4

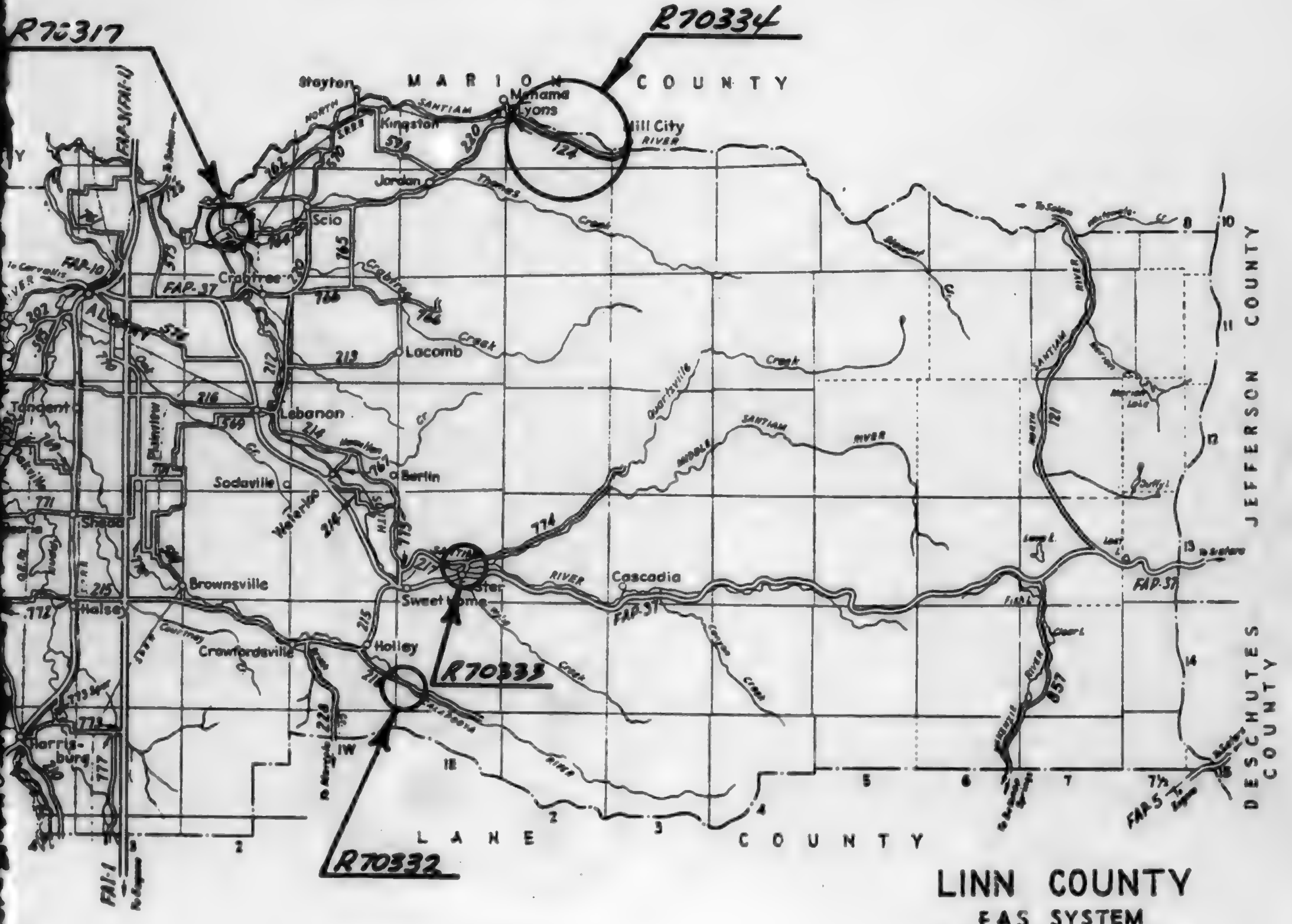

R70317
R70334
R70333
R70332
MARION COUNTY
POLK COUNTY
BENTON COUNTY
LANE COUNTY
Stayton
Mehama
Lyons
Mill City
Kingston
Jordan
Scio
Crabtree
Lacomb
Albany
Corvallis
Tangent
Lebanon
Berlin
Sodaville
Waterloo
Peoria
Shedd
Halsey
Brownsville
Crawfordsville
Sweet Home
Foster
Holley
Cascadia
Harrisburg
NORTH SANTIAM RIVER
SANTIAM RIVER
MIDDLE SANTIAM RIVER
WILLAMETTE RIVER
Thomas Creek
Crabtree Creek
Quartzville Creek
FAP 10
FAP 37
FAP 3
FAP 5
FAI-1
FAI 3 (FAI-1)

## LINN COUNTY
FAS SYSTEM
Scale May 1961

'LEGEND'

- FA Primary Highway
- FAS Highway on State Primary H
- FAS Highway on State Secondar
- FAS Highway on County Road

DISTRICT 4


R70317
R70334
R70333
R70332
MARION COUNTY
LANE COUNTY
JEFFERSON COUNTY
DESCHUTES COUNTY
Stayton
Mehama
Lyons
Mill City
Kingston
Jordan
Scio
Crabtree
Albany
Lacomb
Tangent
Lebanon
Berlin
Sodaville
Waterloo
Shedd
Brownsville
Halsey
Crawfordsville
Sweet Home
Foster
Holley
Cascadia
Harrisburg
SANTIAM RIVER
NORTH SANTIAM RIVER
MIDDLE SANTIAM RIVER
Thomas Creek
Crabtree Creek
Quartzville Creek
FAP-37
FAP-10
FAP-5
FAI-1
FAP-31(FAI-1)
1W

## LINN COUNTY

### FAS SYSTEM

Scale 0 1 2 3 Mi. May 1961

'LEGEND'

═ FA Primary Highway
━ FAS Highway on State Primary Highway
━ FAS Highway on State Secondary Highway
— FAS Highway on County Road

LINN COUNTY
Proposed FAS-C Project

# 70332

Upper Callapooya River Bridge Section
Calapooya River Road, County Road No. 759
FAS A482
Structure and approaches
$250,000

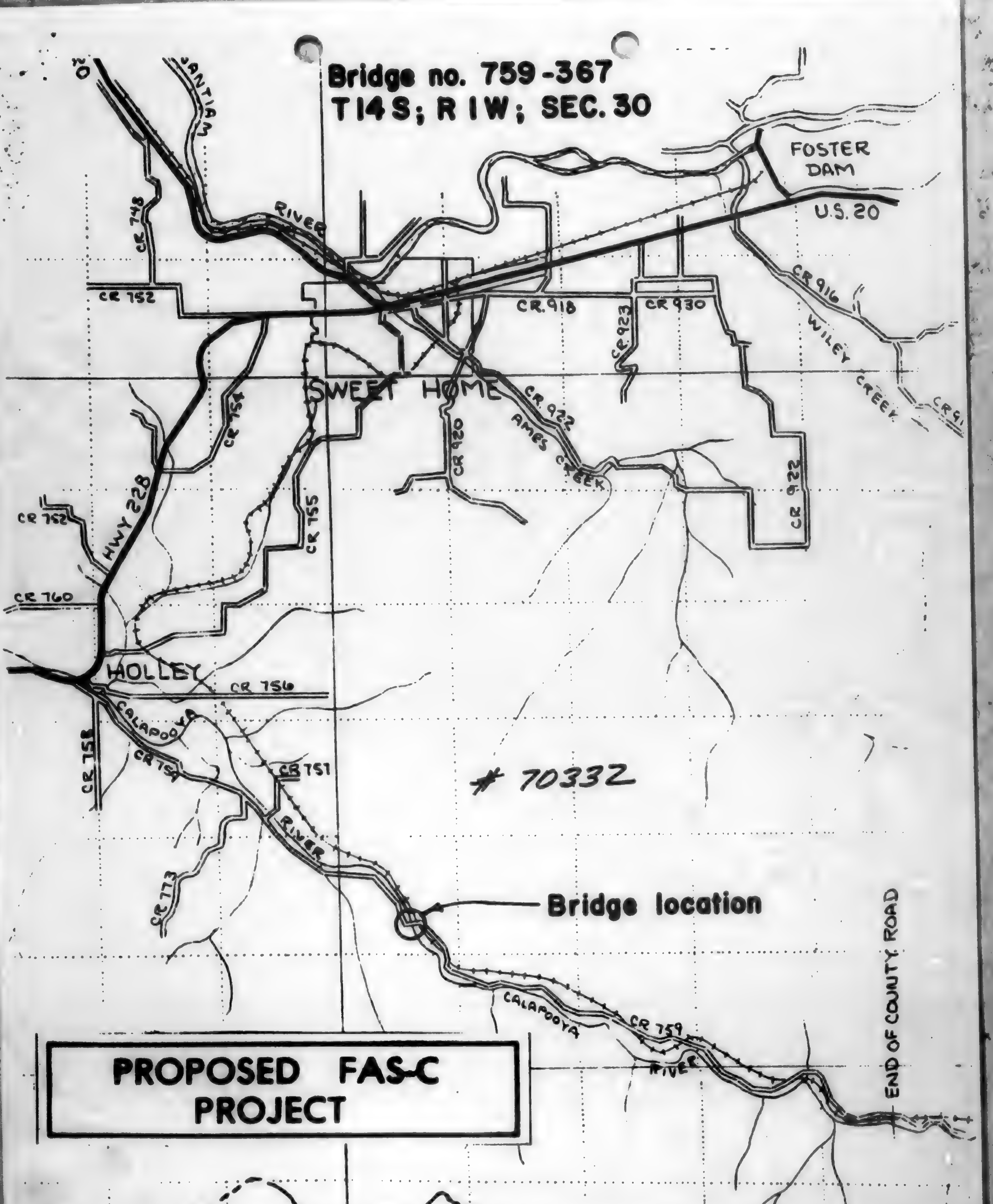
Construct a reinforced concrete bridge on revised alignment approximately 240 feet long with a 30-foot roadway and no sidewalks. Also construct approaches and connections with two 11-foot A.C. travel lanes and 4-foot gravel shoulders. All work including the structure, approaches, guardrail, riprap, removal of existing bridge, and temporary signing will be done by contract. The existing structure will be used for a detour.

Right-of-way will be acquired and a public hearing will be offered.

State will perform all engineering.

76-f
9/13/76

**Bridge no. 759-367**
**T14S; R1W; SEC. 30**



**Bridge location**

# 70332

**PROPOSED FAS-C PROJECT**

20
SANTIAM
RIVER
CR 748
CR 752
FOSTER DAM
U.S. 20
CR 916
WILEY CREEK
CR 91
CR 918
CR 923
CR 930
SWEET HOME
CR 922
AMES CREEK
CR 920
CR 754
HWY 228
CR 755
CR 752
CR 922
CR 760
HOLLEY
CR 756
CALAPOOYA
CR 758
CR 754
CR 757
RIVER
CR 773
CALAPOOYA
CR 759
RIVER
END OF COUNTY ROAD

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

AGENDA
SEP 28 1976

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

LINN COUNTY
Proposed FAS-C Project

Upper Callapooya River Bridge Section
Calapooya River Road, County Road No. 759
FAS A482
Structure and approaches
$250,000

Construct a reinforced concrete bridge on revised alignment approximately 240 feet long with a 30-foot roadway and no sidewalks. Also construct approaches and connections with two 11-foot A.C. travel lanes and 4-foot gravel shoulders. All work including the structure, approaches, guardrail, riprap, removal of existing bridge, and temporary signing will be done by contract. The existing structure will be used for a detour.

Right-of-way will be acquired and a public hearing will be offered.

State will perform all engineering.

76-f
9/13/76

Form FHWA 121 (Rev. 5-73)

8726

8

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, ORegon 97308

DATE: Sept. 24, 1976

In reply refer to: 1041B.2

SUBJECT: Project Assessment
Upper Calapooya River Bridge
Calapooya Road Highway
Linn County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's September 17, 1976 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
SEP 29 '76
REFER TO
Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

1 7m 81-734-3030 8726

4fas A482
(218)
Linn Co

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Upper Calapooya River Bridge

Highway Calapooia River Rd. (Co. Rd. #759)

County Linn

Date August 24, 1976

Authorization No. 1

Survey Prefix 522-1948
(Assigned by Salem office)

Description of termini, route, length, etc.:

Holley easterly,
approximate project length 1/2 mile, exact length to be determined during survey.

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB 10 1977
COUNTY
✓ CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

Purpose of survey:

To prepare plans, specifications and cost estimate to replace a substandard bridge on poor alignment with a modern permanent structure on improved alignemnt.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 6,000 |
| County | 903 | 1,000 |
| Plans | 905 | 1,000 |
| Bridge | 906 | 12,500 |
| R/W | 909 | 500 |
| Soils | 910 | 5,000 |
| Liaison | 913 | 500 |
| Hydraulics | 918 | 500 |
| Specifications | 921 | 500 |
| Environmental | 923 | 100 |
| Found. Expl. | 926 | 5,000 |

RS-A482 (1)

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $32,600
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by: James E. Chaney
for J. Martin by Don Thurston
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E.
Location Engineer

Approved:
Acting Deputy ~~Assistant~~ State Highway Engineer

SP*19760-734

2-2-77
FAS-C

8726

Fas 218
Linn Co
Tentative

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 20, 1976

FILE:

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: George Hopkins
LOCAL GOVERNMENT PROGRAMS ENGINEER

SUBJECT: FAS-C Project Request
Calapooya River Bridge
Calapooya River Road
FAS 218 - Linn County

Attached is the project request form submitted for subject project, and a copy of the letter of transmittal. The Environmental Assessment is being reviewed and will be submitted to the Environmental Section.

Note that Mr. Grafe is requesting early attention due to the structure's condition. Region Office has reviewed the request and recommends approval and the project receive expedited action.

POS/elf

Attach.

RECEIVED
COUNTY & CITY SECTION
AUG 23 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
AUG 20 '76

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  | ✓ |  |  |  |

8726

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

NEAL MICHAEL
Acting County Engineer

DEL BURKHART
Roadmaster

August 12, 1976

Oregon State Highway Division
% C.R. Fredrickson, Regional Engineer
205 East Salem Highway Bldg.
2960 E. State St.
Salem, Ore 97310

Attn: Phillip Stearns

Dear Sir:

Attached hereto you will find a County Road FAS-C Project request for survey, design and construction of a bridge and approaches across the upper Calapooya River on FAS route ~~218.~~ A482

We request that this project be given first priority over all other Linn County work, since the bridge has already suffered deck failure and required extensive repairs.

Please give this project your early attention, with a view toward construction during the 1977-78 calendar years.

Very truly yours,

Willis R. Grafe
Willis R. Grafe
Linn County Engineer

WRG:bt
Encl.

8-9-76
Assessment to Eddie Welsh for review and submit to Environmental.

RECEIVED
COUNTY & CITY SECTION
AUG 23 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8726

Rev. 10/29/75

## COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Linn FAS No. 218 Date 7-27-76

County Road Name Calapooya River Rd.

Section Name Upper Calapooya Bridge

Type of Project Bridge and approaches

Location of Project (Attach sketch map) 5 miles SE of Holley on FAS ~~218~~ A 482

ADT 280 (1975) 40% trucks (est.) Design Speed 40

Is this request for county bridge design only? Yes ___ No x

county FAS bridge design? Yes x No ___

Will County hire consultant for this project? Yes ___ No x

### I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width 22'

2. Shoulders: Type Gravel
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side 4' Total Top Width 30

3. Grading and Drainage:
   By County ___ County Date of Completion ___ By Contract X

4. Bottom Base Course:
   By County ___ County Date of Completion ___ By Contract X
   Has base design been given to County? Yes ___ No x
   Will it be furnished? Yes ___ No x

5. Leveling Course:
   By County ___ County Date of Completion ___ By Contract X

6. Binder Course:
   By County ___ County Date of Completion ___ By Contract X

7. Traveled Surface and Shoulders:
   By County ___ County Date of Completion ___ By Contract X

8. Clearing:
   By County ___ County Date of Completion ___ By Contract X

9. Curbs:
   Curbs Required? Yes ___ No X
   Type Desired ___
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs ___

OTC App'l 9/23/76

| COST | TOTAL | FED | STATE | COUNTY |
|---|---|---|---|---|
| | 250,000 | 215,000 | 17,500 | 17,500 |

| | 1976 | 1996 |
|---|---|---|
| ADT | 325 | 550 |
| DHV | 50 | 80 |

RECEIVED
COUNTY & CITY SECTION
AUG 23 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No x____
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population____x________ Area exempt from bike law__________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired___NA_________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?___NA_______________
______________________________________________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No NA____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes___x___ No______

12. Will replacement be by: County__________________ Contract___x_________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No___x___

14. Will County adjust structure to additional width? Yes______ No___x___

15. Will adjusted width be standard? Yes__NA__ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No___x___

17. Does County wish sight posts installed? Yes______ No___x___

18. Does County wish State to permanently stripe project? Yes______ No___x___

19. Will County do striping? Yes___x___ No______

20. Does County wish guardrail installed? Yes___x___ No______
By County______________ Contractor_____X_______
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes___x___ No______
By seeding and mulching Yes___x___ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes partly No___x___

23. Can through traffic be detoured? Yes partly No______

24. Must new detour be constructed? Yes______ No___x___

25. Will detour be constructed and maintained by County? Yes ___ No x

26. Will detour be constructed & maintained by Contractor? Yes as req'd. No ___

27. Will County sign project outside work area during construction? Yes ___ No x

28. Will Contractor sign project outside work area during construction? Yes x No ___

29. Should contract provide for permanent signing? Yes ___ No x

30. Should State do permanent signing? Yes ___ No x

31. Will traffic signals be required? Yes ___ No x
If yes, give location and type desired ___

32. Is project contingent upon other factors? Yes x No ___
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain Available funding only.

33. Existing facility - Total top width 24'
Travelway width and surface 20', ___
Shoulder width and surface 2" gravel, ___

**Remarks re Section I:** Easterly portion of grading work lies in a landslide prone area and will require some special geophysical exploration and design.

## II. BRIDGE PROJECT DATA

1. Name of river or stream Calapooya River

2. Name of bridge Upper Calapooya River Br.

3a. Dimensions of existing bridge. Length 175 Roadway Width 20 Type underslung truss
b. Dimensions of existing approaches. Type oiled Width 20' Shoulders 2' gravel

4. Type of design and material used in existing bridge. Underslung truss with untreated wood deck.

5. Location (please attach map with location marked): ___
Section 30 Township 14S Range 1E W.M.

6. Desired width of proposed bridge 30' rdwy Approx. length 200-240
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No x
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes x No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete and steel permanent structure, most economical permanent structure.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No x
Explain______________________________________

10. Foundation Testing: By County? Yes______ No x
By State? Yes x No______

11. Will County close road during construction? Yes______ No x

12. Can presently established road be used as detour? Yes x No______

13. Must a new detour be constructed? Yes______ No x

14. Will detour be constructed & maintained by County: Yes______ No NA

15. Will detour be constructed & maintained by Contractor? Yes______ No NA

16. Will County sign project outside work area during construction? Yes______ No x

17. Will Contractor sign project outside work area during construction? Yes x No______

18. Approaches or Connections: By County? Yes______ No x
By Contractor? Yes x No______
Traveled surface: Type AC Width 22
Shoulder surface: Type Gravel Width 4
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes______ No x

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. Guardrail: Desired on approaches or connections: Yes__x__ No______
By County____________ Contractor____x_________
Right side only? Yes______ No______
Both sides? Yes__x__ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Ramain in place? Yes______ No__x__
Use for detour? Yes__x__ No______
Removed by County? Yes______ No__x__
Removed by Contractor? Yes__x__ No______
Salvaged by Contractor for County? Yes______ No__x__
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No______
By Contractor? Yes__x__ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No__x__ Size__________
Company______________________________
b. Sanitary sewer mains: Yes______ No__x__ Size__________
Company______________________________
c. Storm sewer: Yes______ No__x__ Size__________
Company______________________________
d. Gas mains: Yes______ No__x__ Size__________
Company______________________________
e. Power lines: Yes______ No__x__ Size__________
Company______________________________
f. Telephone lines: Yes______ No__x__ Size__________
Company______________________________
g. Other Utilities:______________________________
______________________________

24. Does County wish provisions made for future utility attachment to structure? Yes______ No__x__

25. Does County wish lightpost bases and conduit installed? Yes______ No__x__

26. Does County wish complete job of illumination in project? Yes______ No__x__

27. Is project contingent upon other factors? Yes__x__ No______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Availability of funds.

28. Existing roadway on either side of bridge:
N or E Side - Travelway surface and width 20', Oil
Shoulder surface and width 2', Gravel
S or W Side - Travelway surface and width 20', Oil
Shoulder surface and width 2', Gravel

Remarks re Section II: Deck on the existing structure failed July 28,1976 and has been repaired by County forces. Estimated ultimate service life is 12-18 mos. Project is urgently needed.

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes x No
By Consultant? Yes No
By County? Yes No
(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes Not of current value.

3. Construction plans and specifications to be prepared:
By State? Yes x No
By Consultant? Yes No
By County? Yes No

4. Does County desire center line to be permanently monumented as part of project? Yes No x

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No x
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: Project calls for re-alignment of section easterly of structure and connection adjacent to westerly end.

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60 Minimum 60

2. Is any additional right of way needed? Yes x No_____
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes_____ No x

4. Should State negotiate and acquire right of way in behalf of County? Yes x No_____

5. Should State prepare options? Yes x No_____

6. Should material source site be included in right-of-way descriptions? Yes N/A No_____

7. Is there any merchantable timber on right of way? Yes_____ No x

8. Will timber be reserved for owner? Yes N/A No_____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No N/A

10. Is a hearing necessary? Yes_____ No x
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes_____ No x
If yes, give type and name of utility company:____________________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes_____ No x
If yes, give type and name of utility company:____________________

13. Are utilities on existing right of way by permit____or by franchise____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes_____ No x
If yes, give name of irrigation company or district____________________
and dates between which water can be turned off: From________________
To________________

15. Are there any railroad crossings? Yes_____ No x

16. Name of Railroad ____________________

17. Number of tracks: Mainline ________ Siding ________ Total ________

18. Sight Distance: ________________ (Left) ________________ (Right)

19. Number of Trains: Passenger ____________ Speed ____________
Freight ____________ Speed ____________

20. Angle of Intersection: ____________________

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: ____________________

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ______ No ______

25. Will railroad crossing be altered: Yes ______ No ______
If yes, specify: ____________________

26. Traffic Control Signing:
To be part of project? Yes ______ No x
By County? Yes x No ______
By State at County expense? Yes ______ No x
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No x
By County? Yes x No ______
By State at County expense? Yes ______ No x

28. Does County wish State to prepare P.U.C. hearing date? Yes N/A No ______

29. Will P.U.C. application be made by State N/A or County N/A ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No x

**Remarks re Section IV:** It is anticipated 3 property owners will be involved in R/W all of timber land or cutover. Until negotiation take place, it cannot be said for sure what amount of timber will be involved or what disposition will be made of it.

## V. MATERIAL SOURCES DATA

1. Gravel__________ Quarry__________ Cinders__________
2. Owner: County__________ State__________ Private__________ Other__________

3. Location:__________ Section__________ Township__________ Range__________ W.M.

4. If County lease, what are royalty payments?__________

5. Materials furnished by County: Borrow__________ Select Topping__________
   Base Course__________ Level Course__________ Mineral Aggregates__________
   Location__________
   Miscellaneous Items__________

Remarks re Section V: No provision for materials necessary. All will be from commercial sources.

## VI. FINANCIAL DATA

1. Estimated Cost: $ 250,000

2. Available FAS Funds $ 371,000

3. Does County wish advancement of future Federal funds? Yes______ Not unless necessary at time of ad.
   Amount__________

4. Date match money is available anytime

5. Will there be any 100% County money? Yes______ No x

6. Maximum amount of 100% County money available: $__________

7. Date County request letting: As soon as possible

Remarks re Section VI:__________

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | Linn County Engineer Office |
| 2. Environmental | Linn County Engineer Office |
| 3. Public Hearing | Linn County Engineer Office |

Remarks re Section VII:

UNUSUAL OR COMPLICATED CIRCUMSTANCES:

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Geo. K. Mills
County Judge or Comm. Chairman

By Vernon Schrock
County Commissioner

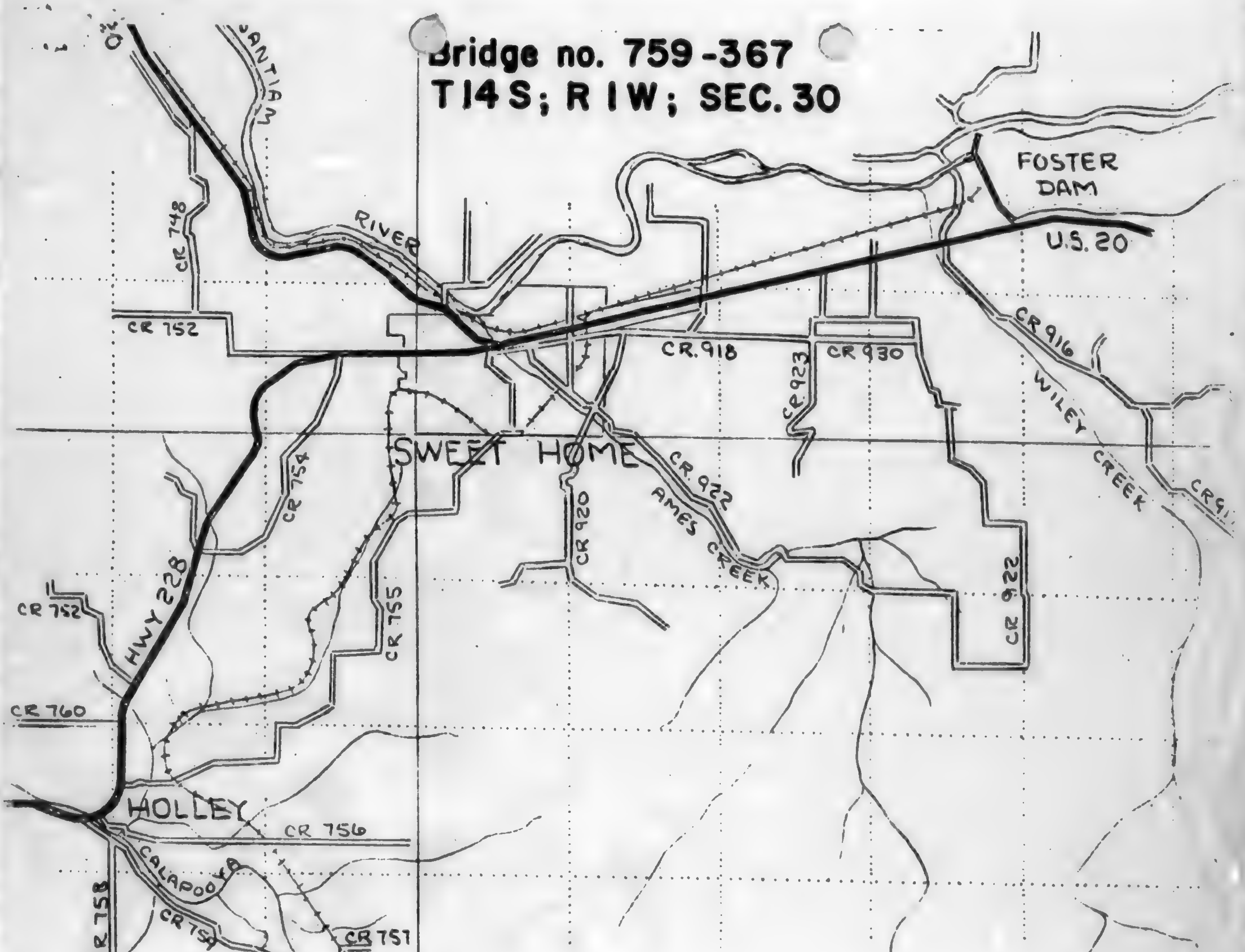
By Ian Timm
County Commissioner

By
County Engineer or ~~Roadmaster~~

County Linn

Date August 11, 1976

Bridge no. 759-367
T14S; R1W; SEC. 30


SANTIAM
RIVER
CR 748
CR 752
FOSTER DAM
U.S. 20
CR 918
CR 923
CR 930
CR 916
WILEY CREEK
CR 91
SWEET HOME
CR 922
AMES CREEK
CR 920
CR 754
HWY 228
CR 755
CR 752
CR 922
CR 760
HOLLEY
CR 756
CALAPOOYA
CR 758
CR 759
CR 757
RIVER
CR 773
Bridge location
CALAPOOYA
CR 759
RIVER
END OF COUNTY ROAD

8727 Crooked Creek Section of I.O.N. Hwy. 1978
(Grading, paving & culvert)

☆U.S. GOVERNMENT PRINTING OFFICE 732-628

STATE COPY

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Harney | DIVISION<br>Oregon |
| DATE OF REPORT<br>5-1-79 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>BRF-87(3) |
| COMPLETION DATE<br>8-9-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>2-22-79 | TIME ELAPSED<br>$\frac{85}{95} = 89$ % | CONTRACT TIME<br>95 calendar work days |
| APPROVED EXTENSIONS<br>None | LOCATION<br>Approximately 6 miles east of Burns Junction on U.S. 395. | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### CROOKED CREEK CULVERT
### I.O.N. HIGHWAY
### MALHEUR COUNTY
### Grading, Paving & Culvert

This project provided for the replacement on an existing bridge with a 15'-7" by 10'-6" structural plate pipe arch. Also included was the approach grading, surfacing, and guardrail work.

The final amount of the original contract items was $72,307.10. The contract bid amount was $78,405. The total contract amount including engineering was $84,687.10. The project authorization was $92,292.73.

All participating work has been completed.

The project has been striped.

A final inspection of the project was made on February 7, 1979.

RECEIVED
STATE HWY ENGR
MAY 8 - '79
REFER TO
Keasey
FOR

| Info | Intes | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

5-8
cy to

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE Original Signed by<br>D. B. Carter<br>Area Engr. | | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer | |
| TITLE | DATE 5/1/79 | TITLE | DATE 5/1/79 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8727

9

February 26, 1979

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Gentlemen:

On February 23 we wrote to you concerning release of final payment on Contract No. 8727 awarded to R. A. Hatch Co. for work on the Crooked Creek Section of the I.O.N. Highway in Malheur County.

The total contract amount is $72,307.10. No work was performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8727

1859

ROBERT W. STRAUB

8

*Oregon State Highway Division*

Transportation Building, Salem, Oregon 97310

**DATE:** September 25, 1978

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Construction Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. BRF-87(3)

Contract 8727, Work Completed August 9, 1978

Project Crooked Creek

Highway I.O.N.

County Malheur

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 7, 1979

for G. L. Green
Division Administrator

NOTED
H.S. COULTER

RDC:mk

cc: H. S. Coulter
~~C. T. Keasey~~
W. E. Schwartz
R. D. Church

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — FEB 21 1979 — Berg
Hopkins — Church
Johnsen — CONSTRUCTION — Gebauer
Inloes — SECTION — Widmer

8727s

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crooked Creek

WEEK ENDING: September 9, 1978

SECTION PREFIX: 123-1058

HIGHWAY: I.O.N.

COUNTY: Malheur

NAME OF JOB: Crooked Creek

KIND OF WORK: Grading, Paving & Culvert

CONTRACTOR: R.A. Hatch Co.

CONTRACT NUMBER: 8727

FEDERAL AID PROJECT NUMBER: BRF-87(3)

DATE OF CONTRACT: May 4, 1978

DATE WORK STARTED: July 17, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 95 CWD

WORK DAYS USED

CALENDAR DAYS USED 85 CWD

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 89

PROJECT AUTHORIZATION: $92,292.73

EXCLUSIVE OF ENGINEERING: $78,405.

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $73,500.

ESTIMATED PERCENT: OVERRUN UNDERRUN 7 %

ENGINEERING AUTHORIZATION $8060.50

This week $650.00

ENGINEERING COST TO DATE $7622.

PERCENT OF AUTHORIZATION 95 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90

DATE PROJECT WAS COMPLETED: August 9, 1978

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | 100 | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.1 | 0.2 | | | 0.2 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.1 | 0.2 | | | 0.2 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 2,530 cy | 260 ton | | | 60 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 2,325 cy | 326 ton | | | 134 ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 2,325 cy | 326 ton | | | 134 ton |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 3 | Fair | 0 | | |
| MONDAY 4 | Fair | 0 | | |
| TUESDAY 5 | Overcast | 0 | | |
| WEDNESDAY 6 | Rain | 0 | | |
| THURSDAY 7 | Rain | 0 | | |
| FRIDAY 8 | Fair | 0 | | |
| SATURDAY 9 | | 0 | | |

Kelley K
Jackmond g
Hopkins
Williams
Johnson
Glenn
RECEIVED
SEP 11 1978
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gutbauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 3 | No activity all week |
| MONDAY 4 | |
| TUESDAY 5 | |
| WEDNESDAY 6 | |
| THURSDAY 7 | |
| FRIDAY 8 | |
| SATURDAY 9 | |

## REMARKS

Semi-final sumbitted on 9-7-78.
This will be final report on this project.

SIGNED ______ LOCATION Ontario
P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216

# 727

U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATIO"

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-87(3)

STATE PROJECT NO. See below

COUNTY NAME Malheur

PROGRAM NO.

ITEM NO. 80159

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>4/5/78 | DATE AUTHORIZATION EFFECTIVE<br>5/26/78 | FEDERAL ROUTE NUMBER Primary 87<br>STATE ROUTE NUMBER Secondary 456 |

GENERAL LOCATION:

"Crooked Creek Section"

GENERAL DESCRIPTION OF WORK:

Place Rip and Filter Blanket

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
XX CONSTRUCTION - PROCEED ON ~~XXXXXX XXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5/26/78, as requested in Mr. Keasey's letter of 6/14/78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $1,500 Federal Funds $1,125.

7-10

| | | |
|---|---|---|
| DATE<br>6/28/78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8727

STATE COPY

OMB No. 04-R2089

|  |  |  |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-104 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-13-78 | ate<br>County: Malheur<br>Project No.: BRF-87(3) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 95, 6.8 mi. E Jct. SR 78

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) |  |  |
| PRELIMINARY ENGINEERING |  |  |
| RIGHTS-OF-WAY |  |  |
| CONSTRUCTION | 4-5-78 | 0.015 |
| OTHER *(Specify)* |  |  |

FUNDS — Pro-rata 75.0%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 90,918.00 | $ 68,188.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By

Act. State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 13

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon - May 30, 1978

Federal Aid Project
No. BRF-87(3)

CROOKED CREEK SECTION
I.O.N. HIGHWAY
MALHEUR COUNTY

Project Agreement Estimate

### Type Code 6201
### Roadway (Sta. 3272+27 to Sta. 3273+08)

| | | | |
|---|---|---|---|
| Mobilization | All Required | (68%) | $ 6,800.00 |
| Temporary Protection and Direction of Traffic | All Required | | 5,000.00 |
| Temporary Signs | 180 sq.ft. | 5.00 | 900.00 |
| Temporary Guardrail, Type 1A | 125 lin.ft. | 15.00 | 1,875.00 |
| Flagmen | 500 hours | 22.00 | 11,000.00 |
| Removal of Structures and Obstructions | All Required | | 10,000.00 |
| Borrow Excavation | 2,530 cu.yd. | 4.00 | 10,120.00 |
| Trench Excavation | 60 cu.yd. | 15.00 | 900.00 |
| Aggregate Base | 260 tons | 25.00 | 6,500.00 |
| Class "C" Asphalt Concrete | 60 tons | 50.00 | 3,000.00 |
| Guardrail, Type 2A | 162 lin.ft. | 10.00 | 1,620.00 |
| | | | $ 57,715.00 |

### Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | $ 500.00 |
| Remove Pavement Striping | All Required | | 200.00 |
| Temporary Erosion Control | All Required | | 300.00 |
| | | | $ 1,000.00 |
| | Subtotal | | $ 58,715.00 |
| | Engineering (14.5%) | | 8,513.00 |
| | Total | | $ 67,228.00 |

### Type Code Y007
### Structure (Sta. 3272+67.5)

| | | | |
|---|---|---|---|
| Mobilization | All Required | (32%) | $ 3,200.00 |
| Structural Plate Pipe (15'-7" x 10'-6") | 106 lin.ft. | 165.00 | 17,490.00 |
| | Subtotal | | $ 20,690.00 |
| | Engineering (14.5%) | | 3,000.00 |
| | Total | | $ 23,690.00 |

Oregon State Highway Division
Salem, Oregon - May 30, 1978

Federal Aid Project
No. BRF-87(3)

Length of Roadway: 0.015 Miles

Cost of Roadway Per Mile: $4,481,866.66

Summary of Funds (75%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $67,228 | $50,421 | $16,807 |
| Structure | 23,690 | 17,767 | 5,923 |
| Total | $90,918 | $68,188 | $22,730 |

Group 1 - 100%
Contract No. 8727
Prefix 123-1058

8727

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinns
C. O. Fredrickson
Jack Martin

May 19, 1978

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8727 for work on the Crooked Creek Section of the I.O.N. Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

**R. A. Hatch Co.**
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

May 15, 1978

Mr. C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: O.S.H.D. 8727
Crooked Creek Section

Dear Mr. Head:

Enclosed are two copies of the executed Contract 8727 for the Crooked Creek Section of I.O.N. Highway.

Very truly yours,

R. A. HATCH CO.

Richard H Hatch

Richard N. Hatch
Vice President

RNH/nlp
Enclosures: 2

NOTED
C. W. HEAD

RECEIVED
MAY 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8727

bbc: C. T. Kaasey
Robert Church
Walt Hart
W. Schwartz
P. F. Burnett
Don Trout
SAIF
Fran

May 5, 1978

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on May 4, 1978, accepted your proposal for work on the Crooked Creek Section of the I.O.N. Highway in Malheur County for the sum of $78,405.00 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer that same day awarded you the project, which has been assigned Contract No. 8727.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 17, 1978.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

kkr
Attachments

bc: Pacific Builder & Engineer, Inc., Seattle, WA
Daily Journal of Commerce, Seattle, WA and Portland, OR

8727 8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

April 11, 1978

H Coulte

**FROM:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

**TO:** FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
   FAP No. M-000C(4)
   Multnomah County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
   Arndt Road
   Clackamas and Marion Counties

   Structure and approaches.

   Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways
   Clackamas County

   Paving

   Because of a lack of demonstrated need, a bikeway is not being established at this time.

   Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
Oregon Coast Highway
Coos County

Painting.

Same as No. 1.

5. Old Coast Highway-Boat Basin Road
Lower Harbor County Road
Curry County

Grading and paving.

Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
The Dalles-California Highway
Deschutes County

Grading and paving.

Four-foot shoulders provided on this project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
Oakland-Shady Highway
Douglas County

Grading, paving, signals.

Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
John Day Highway
Gilliam County

Aggregate crushing.

Same as No. 1.

9. Dayville Rock Production
John Day Highway
Grant County

Aggregate crushing.

Same as No. 1.

10. Main St at Canyon Blvd (John Day)
John Day Highway
Grant County

Traffic signals.

Same as No. 1.

11. S Ashland Intchge-California State Line
Pacific Highway
Jackson County

Paving.

Same as No. 1.

Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
City Streets
Jackson County

Grading and paving.

Twenty-eight-foot curbed section.

Same as No. 6.

13. Wolf Creek Tavern State Wayside
Josephine County

Grading, paving and sewers.

Same as No. 1.

14. Armitage State Park
Lane County

Buildings.

Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
    Santiam Highway
    Linn County

    Grading and paving.

    The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
    Calapooia River Road
    Linn County

    Grading and structure.

    Four-foot shoulders provided on this section.

    Same as No. 6.

17. Crooked Creek
    I.O.N. Highway
    Malheur County

    Paving.

    Four-foot shoulders provided on this section.

    Same as No. 3.

18. Hot Springs Road-McDermitt
    I.O.N. Highway
    Malheur County

    Paving.

    Four-foot shoulders provided on this section.

    Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
    East Portland Freeway
    Multnomah County

    Grading and paving.

    Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

4-5-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRF-87(3)

STATE PROJECT NO.: See Below

COUNTY NAME: Malheur

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80159

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED: 4-5-78

DATE AUTHORIZATION EFFECTIVE: 4-5-78

FEDERAL ROUTE NUMBER: Primary 87

STATE ROUTE NUMBER: Secondary 456

GENERAL LOCATION:

"Crooked Creek Section"

GENERAL DESCRIPTION OF WORK:

Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Temporary Erosion Control (EW) $300
Remove Pavement Striping (SF) $200
Permanent Pavement Striping (SF) $500

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $109,004, Federal funds $81,753.

A signed copy of the Title Sheet is returned herewith.

Swan
W/enc
4-10

DATE: 4-5-78

SIGNATURE OF APPROVING OFFICIAL: G. K. Hosmer

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

1859

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

April 4, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Attention: Glenn K. Hossner

Dear Mr. Green:

Re: Crooked Creek Section
I.O.N. Highway
Malheur County

This SBRP funded project will replace the existing 33 foot wide by 81 foot long bridge with a 15' 7" by 10' 6" arch type structural plate pipe and embanknent. This structure is located within the limits of a present ongoing project.

The present traffic count for this area is 650 ADT. This traffic would require two 11 foot lanes and 6 foot shoulders for a roadway width of 34 feet. The roadway section for several miles in this rural area is two 12 foot lanes and 4 foot shoulders which has been adequate for the traffic volume. The project typical section is two 12 foot lanes and 4 foot shoulders which matches the present roadway width.

We are submitting this letter as documentation on the exception to "Geometric Design Standards for Highways Other Than Freeways, AASHTO 1969".

This has been discussed with and tentatively approved by Mr. Dave Carter of the F.H.W.A.

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TECHNICAL SERVICES
APR 6 '78
REFER TO
FOR

| info | Inve. | R/D | D/R | Ign | ct | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 81-734-3122

This project is scheduled for the April 29, 1978, bid letting.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

FE:ab
cc: E. S. Hunter
W. E. Schwartz
F. E. Terpin
Fred Eriksen

8727 456 N

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/29/78
Donald L. [illegible]

3-23-78 Bid Letting ____________ All Clear Deadline

SECTION Crooked Creek Bridge
Highway I.O.N.
County Malheur Region 5
Type of Work G, P, Culvert Funds SBRP
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | | ☒ | | | ☒ | No problems not covered by permits. |
| Write-off Letter | ☒ | | | | | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | | ☒ | | | ☒ | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | | ☒ | | | ☒ | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| | | | | | | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | | | | | |
| Cultural Salvage | ☒ | | | | | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | | ☒ | | | ☒ | |

8727 456 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 16, 1978

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Crooked Creek Bridge
I.O.N. Highway
Malheur County

TO: MEMO TO THE FILES

The Region requested the concrete tub beams and bent caps be salvaged from the existing bridge by the contractor and placed in the material source area near Rome.

The haul distance is approximately 6.5 miles.

The concrete tub beams were placed in the structure by Maintenance on a widening project about 1964.

The existing structure has three 24 foot spans and four bents. The bridge was widened on both sides with tub beams.

Mr. Hiatt, District Engineer, will provide a smooth area for stockpiling the materials.

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 17 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

FE:ab
cc: W. E. Schwartz
C. D. Hiatt
L. L. Wallace
Jack Sullivan
Dave Carter, F.H.W.A.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 6, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. BRF-87(-)
Crooked Creek Bridge
Highway - I.O.N.
Malheur County
Project Assessment

FROM : G. L. Green, Division Administrator

EH

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's January 6, 1978 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action . We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
ODOT (Hunter, Mgr, Tech Svcs Br)
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (J. Kennedy, Reg 5, Env)

RECEIVED
TECHNICAL SERVICES

FEB 8 '78

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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|  |  |  |  |  |  |  |

STATE OF OREGON

8727

INTEROFFICE MEMO

456

11

TO: Mr. E. S. Hunter
Technical Services Engineer

DATE: November ~~8~~ 14, 1977

FROM: Walter J. Hart
Structural Design Engineer

Walter J Hart

SUBJECT:
Crooked Creek Bridge
I.O.N. Hwy. No. 456 MP 59.38
Bridge Replacement

1 Versteeg ✓
2 Christensen
George
4 Olson
3 Terpin

Sullivan
Scott
Savage

RECEIVED
NOV 15 1977
ENGINEERING SECTION

Trout

Do Not File ☐
Return To Engineering
Bring Up __/__/__
Action

REFERRED TO
Beard
Dorn
Cole
Sample 1
Eriksen 2
Watson
Hager
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Bids will be received for the Rome-Burns Junction Section of the I.O.N. Highway on November 17, 1977. This is an overlay job and includes no work on the Crooked Creek Bridge which is within the limits of the project.

The bridge is in poor condition and is eligible for replacement with federal Special Bridge Replacement Funds.

It is suggested that a project be worked up as soon as possible so that replacement of this deteriorating structure can be completed by the end of July, 1978, the anticipated completion date of the overlay contract. This project will require a field survey, project assessment, bridge design, etc. Region has done some field work so the project is underway.

Estimated cost of developing the project is as follows:

| | |
|---|---|
| Field Survey | $2,000 |
| Foundation Investigation | 3,000 |
| Hydraulics | 500 |
| Environmental | 100 |
| Engineering Design | 500 |
| Structures Design | 6,000 |
| Construction | 150,000 |
| Total | $162,100 |

Schwartz submitted authority 11-15-77
Swan will program 11-16-77

If you concur in the above, please have the project programmed with FHWA. A survey authorization will also be required.

RWE:smd

11-14-77 Hart - Versteeg - Moehring - Schwartz
O.K. as outlined. P.E. with State funds. Issue survey order & program construction. Finish field work by Thanksgiving.
ESH.

RECEIVED
NOV 25 1977
LOCATION SECTION

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TECHNICAL SERVICES
NOV 9 77
REFER TO
FOR

| Info | Invest | R/D | S/R | Sign | Act | File |
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| | | | | | | |

NOTED
W. N. HACKLEMAN

81-125-1387

8728 Hot Springs Rd.-McDermitt 1978
Sec. of I.O.N. Hwy.
(Paving)

8728

2

PHONE: 472-4155
AREA CODE 503

# J. C. COMPTON COMPANY

*Highway Construction* *General Contractor's*

P. O. BOX 86
McMINNVILLE, OREGON 97128

August 28, 1979

State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, OR 97310

Re: Estimate No. 4F
Contract #8728
Hotsprings Road-McDermitt

Dear Sir:

Enclosed is the signed Contract Payment Voucher for referenced contract.

Our check in the amount of $2,749.01 is also enclosed to cover your invoice #126256. This includes overpayments by you as a result of miscellaneous backcharges including $3,621.60 in A. C. gradation penalties, which we still object to.

Sincerely,

J. C. COMPTON COMPANY

By
Emerson B. Page

EBP:lj

Enclosures

CC: C.W. Head ✓
C.T. Keasey

NOTED
C. W. HEAD

AUG 31 1979
CW

8728 8

☆U.S. GOVERN ING O 74 — 732 - 626

STATE COPY

*cc: State (H. S. Coulte
Washington, D. C. (HHO-32)

U.S. D RTMENT OF TRANSPORTATION
FED L HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Malheur | DIVISION<br>Oregon |
| DATE OF REPORT<br>5-2-79 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>FLH-F-3(21) |
| COMPLETION DATE<br>6-19-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>3-13-79 | TIME ELAPSED<br>19 % | CONTRACT TIME<br>160 calendar work days |
| APPROVED EXTENSIONS | LOCATION<br>Beginning at McDermitt, Oregon, and extending 10.56 miles northerly on U.S. 95. | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### HOT SPRINGS-McDERMITT SECTION
### I.O.N. HIGHWAY
### MALHEUR COUNTY
### Paving

This project provided for the overlay of approximately 10.56 miles of the I.O.N. (U.S. 95) Highway. Also included was the widening and flattening of several embankment slopes.

The final amount of the original contract items was $800,496.91. The contract bid amount was $862,055. The final project cost, including engineering was $944,047.75. The project authorization was $987,171.93.

The project has been signed and striped.

All participating work has been completed.

A final inspection of the completed work was made on July 19, 1978.

RECEIVED
STATE HWY ENGR
MAY 8 - '79
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-8
cy to

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>David B. Carter<br>Original Signed by D. B. Carter Area Engr. | | SIGNATURE<br>G. K. Hossner<br>Original Signed By G. K. HOSSNER Field Operations Engineer | |
| TITLE<br>Area Engineer | DATE<br>5-3-79 | TITLE<br>Field Operations Engineer | DATE<br>5-3-79 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8728-23 State

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

**ALL** *To be completed by Washington Headquarters Personnel* 2 4 5 8 9 12 13 15 / 16 18 19 22 23 24 25 27 28 30 31 33

**PART A** *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

| | | | |
|---|---|---|---|
| STATE * Oregon | COUNTY Malheur | FEDERAL PROJECT NO. * FLH-F-3(21) | URBAN ( )<br>* RURAL ( x ) |

| ITEM | DESCRIPTION | UNIT | ROADWAY | BRIDGE *(Over 20 ft.)* | |
|---|---|---|---|---|---|
| | CONSTRUCTION TYPE CODES | | 6201 | | DATE STARTED * 5-4-78 |
| 20 | FINAL CONSTRUCTION COST* | DOL. | 882,748 | | DATE COMPLETED * 6-19-78 |
| 21 | LENGTH OF PROJECT | MILES | 10.56 | | TOTAL NO. BRIDGES 0 |

**PART B** *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

| CARD | ITEM | DESCRIPTION | UNIT | ROADWAY QUANTITY | BRIDGE QUANTITY |
|---|---|---|---|---|---|
| CARD A | 30 | LABOR * *(Roadway and Bridges Combined)* | | TOTAL MAN HOURS 6383 | GROSS EARNINGS 87,815.73 |
| CARD B | 22 | TOTAL COST OF ALL MATERIALS & SUPPLIES * | DOL. | 375,534.45 | |
| | 9 | PETROLEUM PRODUCTS * | GAL. | 105,136 | |
| | 1 | CEMENT | BBL. | | |
| CARD C | 2 | AGGREGATES PURCHASED | TON. | | |
| | 92 | | CU. YD. | | |
| | 3 | BITUMINOUS MATERIAL | GAL. | 836,450 | |
| | 4 | LUMBER | THSD. BD. FT. | | |
| CARD D | 5 | TIMBER PILING | LIN. FT. | | |
| | 7 | REINFORCING STEEL | LB. | | |
| | 8 | STRUCTURAL STEEL | LB. | | |
| | 10 | EXPLOSIVES | LB. | | |
| CARD E | 11 | READY-MIXED CONCRETE | CU. YD. | | |
| | 12 | PREMIXED BITUMINOUS PAVING MATERIALS | TON | | |
| | 15 | AGGREGATES PRODUCED | TON | 71,800 | |
| | 95 | | CU. YD. | | |
| CARD F | 16 | MISCELLANEOUS STEEL | LB. | | |
| | 17 | FENCING | LIN. FT. | | |
| | 18 | GUARDRAIL | LIN. FT. | | |
| | 19 | BRIDGE RAIL | LIN. FT. | | |
| CARD G | 23 | FINAL CONTRACT AMOUNT FOR SIGNS | DOL. | | |
| | 24 | FINAL CONTRACT AMOUNT FOR LIGHTING | DOL. | | |

| CARD | CULVERT ITEMS | | |
|---|---|---|---|
| | ITEM | SIZE *(In.)* | LGTH. *(Lin. ft.)* |
| CARD H | 6 | CORR. STEEL CULVERT | |
| CARD J | 13 | CONCRETE PIPE | |
| CARD K | 14 | CLAY PIPE AND DRAIN TILE | |
| CARD L | 25 | CORR. ALUMINUM CULVERT | |
| CARD M | 26 | CAST IRON PIPE | |

*Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel* 48 52 53 61 62 70

* MUST BE REPORTED ON ALL REPORTS   REVIEWED BY:   DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

# INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

## GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

## Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

**"Final Construction Cost"** - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

**"Length of Project."** - Report official roadway mileage and official bridge mileage.

## Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

**Specific Instructions for the Following Numbered Items:**

**Item 1** - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

**Items 2 and 92** - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

**Item 3** - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

**Item 4** - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

**Item 5** - Report timber piling in linear feet, regardless of size.

**Item 6** - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

**Item 7** - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

**Item 8** - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

**Item 9** - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

**Item 10** - Report total number of pounds of explosives, exclusive of caps and fuses.

**Item 11** - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

**Item 12** - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

**Item 13** - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

**Item 14** - Report, by size, total number of linear feet of clay pipe and drain tile.

**Items 15 and 95** - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

**Item 16** - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

**Items 17, 18 and 19** - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

**Item 22** - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

**Item 23** - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

**Item 24** - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

**Item 25** - Report, by size, number of linear feet of corrugated aluminum culvert.

**Item 26** - Report, by size, number of linear feet of cast iron pipe.

**Item 30** - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

87.

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER 4-161 | | State Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County Malheur |
| MODIFICATION NUMBER 1 | 4-26-79 | Project Number FLH-F-3(21) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 19 78, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 875,510 FLH<br>$ 109,391 F | $ 875,510 FLH<br>$ 115,134 F |
| Federal funds | $ 875,510 FLH<br>$ 93,824 F | $ 875,510 FLH<br>$ 98,750 F |
| Other revisions | | |

This modification is made for the following reasons:

Increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of April, 19 79.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Asst. State Highway Engineer
*(Title)*

~~By~~ XX For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 19, 1979

Federal Aid Project
No. FLH-F-3(21)

Hot Springs Road-McDermitt Section
I. O. N. Highway
Malheur County

Revised Project Agreement Estimate

| | | | |
|---|---|---|---|
| FLH Funding Work Sections<br>Type Code 6201<br>Roadway (MP 110.8 to MP 117.25)(MP 117.67 to MP 120.60)<br>Same as previous estimate total of May 31, 1978 | | | $875,510.00 |
| Primary Funding Work Sections<br>Type Code 6201<br>Roadway (MP 117.25 to MP 117.67)(MP 120.60 to MP 121.36)<br>Subtotal of previous estimate of May 31, 1978 | | | $ 96,380.00 |
| Previous Estimate<br>Aggregate Shoulders | 900 Tons | 4.15 | $ 3,735.00 |
| Revised Estimate<br>Aggregate Shoulders | --- | --- | --- |
| PA#3 Aggregate Shoulders | 1,701.00 Tons | 5.5710 | $ 9,476.27 |
| | Increase | | 5,741.27 |
| | Subtotal | | 102,121.27 |
| | Engineering | | 13,012.73 |
| | Total | | $115,134.00 |

Length of FLH Sections. . . . . . 9.38 mi.
Length of Primary Sections. . . . 1.18 mi.

| | |
|---|---|
| Cost of Roadway Per Mile FLH | $93,337.95 |
| Cost of Roadway Per Mile Primary | $97,571.18 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| FLH Funding (100%) | $875,510.00 | $875,510.00 | $ --- |
| Primary Funding (85.77%) | 115,134.00 | 98,750.00 | 16,384.00 |
| Total | $990,664.00 | $974,260.00 | $16,384.00 |

Group 1 FLH 89%
Group 2 Primary 11%
Contract 8728
Prefix 123-1059

8728

OMB No. 04-R2089 8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-99 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-13-78 | ate<br>Oregon<br>County<br>Malheur<br>Project No.<br>FLH-F-3(21) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 95, Cal. State Line N. 9.52 Miles

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-5-78 | 10.56 |
| OTHER *(Specify)* | | |

**FUNDS**

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 984,901.00 | FLH 875,510.00<br>$ F 93,824.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By

Act State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon - May 31, 1978

Federal Aid Project
No. FLH-F-3(21)

HOT SPRINGS ROAD-McDERMITT SECTION
I.O.N. HIGHWAY
MALHEUR COUNTY

Project Agreement Estimate

FLH Funding Work Sections
Type Code 6201
Roadway (M.P. 110.8 to M.P. 117.25) (M.P. 117.67 to M.P. 120.60)

| | | | |
|---|---|---|---|
| Furnishing Field Laboratory | 1 each | 1,000.00 | $ 1,000.00 |
| Mobilization | All Required | (90%) | 64,350.00 |
| Temporary Protection and Direction of Traffic | All Required | (89%) | 4,450.00 |
| Temporary Signs | 1,000 sq.ft. | 5.00 | 5,000.00 |
| Flagmen | 1,800 hours | 1.00 | 1,800.00 |
| Pilot Car | 450 hours | 1.00 | 450.00 |
| Removal of Delineators | All Required | (89%) | 890.00 |
| Loader | 50 hours | 60.00 | 3,000.00 |
| Motor Grader | 100 hours | 50.00 | 5,000.00 |
| Tractor with Dozer and Ripper | 50 hours | 90.00 | 4,500.00 |
| Roller, Grid Type, with Tractor | 180 hours | 1.00 | 180.00 |
| Dump Truck | 200 hours | 40.00 | 8,000.00 |
| Laborers | 180 hours | 20.00 | 3,600.00 |
| Watering | 180 M-Gal. | 6.00 | 1,080.00 |
| Bituminous Base Mixture | 27,100 tons | 6.30 | 170,730.00 |
| Asphalt in Bituminous Base Mixture | 1,755 tons | 109.00 | 191,295.00 |
| Aggregate Shoulders | 5,600 tons | 4.15 | 23,240.00 |
| Class "B" Asphalt Concrete Mixture | 17,800 tons | 6.95 | 123,710.00 |
| Asphalt Cement in Mixture | 1,325 tons | 109.00 | 144,425.00 |
| Asphalt in Tack Coat | 40 tons | 125.00 | 5,000.00 |
| Extra for Asphalt Approaches | 4 each | 125.00 | 500.00 |
| Delineators | 255 each | 16.00 | 4,080.00 |
| | | | $766,280.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | (89%) | $ 3,560.00 |
| Temporary Pavement Striping (S.F.) | All Required | (89%) | 1,335.00 |
| Temporary Erosion Control (E.W.) | All Required | | 200.00 |
| | | | $ 5,095.00 |
| | Subtotal | | $771,375.00 |
| | Engineering (13.5%) | | 104,135.00 |
| | Total | | $875,510.00 |

Primary Funding Work Sections
Type Code 6201
Roadway (M.P. 117.25 to M.P. 117.67) (M.P. 120.60 to M.P. 121.36)

| | | | |
|---|---|---|---|
| Mobilization | All Required | (10%) | $ 7,150.00 |
| Temporary Protection and Direction of Traffic | All Required | (11%) | 550.00 |
| Temporary Signs | 200 sq.ft. | 5.00 | 1,000.00 |
| Flagmen | 200 hours | 1.00 | 200.00 |
| Pilot Car | 50 hours | 1.00 | 50.00 |
| Removal of Delineators | All Required | (11%) | 110.00 |
| Watering | 20 M-Gal. | 6.00 | 120.00 |
| Bituminous Base Mixture | 3,400 tons | 6.30 | 21,420.00 |
| Asphalt in Bituminous Base Mixture | 225 tons | 109.00 | 24,525.00 |
| Aggregate Shoulders | 900 tons | 4.15 | 3,735.00 |
| Class "B" Asphalt Concrete Mixture | 2,300 tons | 6.95 | 15,985.00 |
| Asphalt Cement in Mixture | 175 tons | 109.00 | 19,075.00 |
| Asphalt in Tack Coat | 5 tons | 125.00 | 625.00 |
| Extra for Asphalt Approaches | 6 each | 125.00 | 750.00 |
| Delineators | 30 each | 16.00 | 480.00 |
| | | | $ 95,775.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | (11%) | $ 440.00 |
| Temporary Pavement Striping (S.F.) | All Required | (11%) | 165.00 |
| | | | $ 605.00 |
| | Subtotal | | $ 96,380.00 |
| | Engineering (13.5%) | | 13,011.00 |
| | Total | | $109,391.00 |

| | |
|---|---|
| Oregon State Highway Division<br>Salem, Oregon - May 31, 1978 | Federal Aid Project<br>No. FLH-F-3(21) |

| | |
|---|---|
| Length of FLH Sections: | 9.38 Miles |
| Length of Primary Sections: | 1.18 Miles |
| Total | 10.56 Miles |

| | |
|---|---|
| Cost of Roadway Per Mile FLH | $93,337.95 |
| Cost of Roadway Per Mile Primary | 92,704.23 |

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Permanent Signing (FLH 89%) (Pri. 11%) | All Required | $ 1,000.00 |
| Extend Culverts (FLH 100%) | All Required | 1,000.00 |

Summary of Funds

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| FLH Funding (100%) | $875,510 | $875,510 | $------ |
| Primary Funding (85.77%) | 109,391 | 93,824 | 15,567 |
| Total | $984,901 | $969,334 | $15,567 |

Group 1, FLH 89%; Group 2, Primary 11%
Contract No. 8728
Prefix 123-1059

8728

March 14, 1979

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

Gentlemen:

On March 13, 1979, we wrote to you concerning release of final payment on Contract No. 8728 awarded to J. C. Compton Co. for paving on the Hot Springs Rd.-McDermitt Section of the I. O. N. Highway in Malheur County.

Final payment on this contract is $2,735.71 and the total contract amount is $880,463.74. No work was performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

8728

456

Salem, Oregon
February 26, 1979

Fred Eriksen
Design Engineer Supervisor

Hot Springs Rd.-McDermitt
I.O.N. Highway
Malheur County

P. F. Burnett
Resident Engineer

Received your narrative report on this section and was pleased to note there were no major problems with the exception of the aggregate shoulder material overrun.

The drop off at the enge of pavement is a common problem, as you say, and I suppose the only way to make sure the quantities of shoulder aggregate are adequate would be to take an occasional section for estimating purposes.

FE:ab
cc: W. E. Schwartz

8728.

1-P

2-P

Form 81-734-1169 (Rev. 5-73)

# OREGON STATE HIGHWAY DIVISION

## Adjustment ~~Price Agreement~~

### APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Date January 30, 1979

Project Name Hot Springs Rd.-McDermitt

Contract No. 8728

Highway I.O.N.

Prefix 123-1059

County Malheur

F. A. Project No. FLH-F-3(21)

Contractor J. C. Compton Co.

Price Agreement No. 6

Address P.O. Box 86, McMinnville, OR 97128

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: ~~Penalty~~ for non-specification Class "B" Mixture
Price Red.

Locations by station numbers: Throughout project limits

Names of pay items, estimated quantities and agreed prices:

| | | | | |
|---|---|---|---|---|
| Gradation | 110.03 Ton at | $ 6.95/ton | = | $ 764.71 |
| Asphalt Content | 26.21 Ton at | $109.00/ton | = | 2,856.99 |
| | | TOTAL | | $ 3,621.60 |

L. S.

Price Red. Non-Spec Ac

PAY QUANTITY = 100% LUMP SUM = - $3,621.60

Specifications, basis of measurement and other provisions:
Deduction for non-specification material incorporated into final product on subject project. Copy of computations attached to this Price Agreement.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $987,172

Present estimate of project cost, including $-3,621.60 for work under this order $945,189

Expected under-run XXXXXX (amount) $ 41,983

Expected under-run XXXXXX (per cent) 4.3

Space to right of this line is for use of Salem Office

Submitted by: P. F. Burnett Resident Engineer

Reg 5

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed Contractor

J. C. COMPTON CO.

Approved: O. B. Jackmond ~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer ~~or Office Engineer.~~

For

3-20-79

5

SP*70603-734

DC 3-23-79

8728

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION: Hot Springs Rd.-McDermott | WEEK ENDING: October 21, 1978<br>SECTION PREFIX: 123-1059 |
| | HIGHWAY: I. O. N. | COUNTY: Malheur |
| NAME OF JOB: Hot Springs Rd. - McDermott | KIND OF WORK: Paving | |
| CONTRACTOR: J. C. Compton Co. | CONTRACT NUMBER: 8728 | FEDERAL AID PROJECT NUMBER: FLH-F-3(21) |
| DATE OF CONTRACT: May 4, 1978 | DATE WORK STARTED: May 4, 1978 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS:<br>SPECIFIED CALENDAR DAYS 160 CWD | WORK DAYS USED:<br>CALENDAR DAYS USED 30 CWD |
| | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 19 |
| PROJECT AUTHORIZATION: $ 987,171.93 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 908,943 | ENGINEERING AUTHORIZATION: $ 78,277.95 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 883,184 | ENGINEERING COST TO DATE: $ 61,237.00 | DATE PROJECT WAS COMPLETED: |
| ESTIMATED PERCENT: UNDERRUN 3 % | PERCENT OF AUTHORIZATION: 78 % | June 19,1978 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | 100 | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | 10.56 | | | 10.56 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | 10.56 | | | 10.56 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 6,500 ton | | | 50,600 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | | 11,041 ton | | | 51,739 ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | 11,041 ton | | | 51,739 ton |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 15 | Fair all Week | 0 | | |
| MONDAY 16 | | 0 | | |
| TUESDAY 17 | | 0 | | |
| WEDNESDAY 18 | | 0 | | |
| THURSDAY 19 | | 0 | | |
| FRIDAY 20 | | 0 | | |
| SATURDAY 21 | | 0 | | |

K

RECEIVED
OCT 23 1978
CONSTRUCTION BRANCH

Keasey — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnson — Gebauer
Glenn — Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 15 | No activity all week. |
| MONDAY 16 | |
| TUESDAY 17 | |
| WEDNESDAY 18 | |
| THURSDAY 19 | |
| FRIDAY 20 | |
| SATURDAY 21 | |

## REMARKS

Semi-final will be submitted on Friday of this week.

This is the final weekly report.

SIGNED P. F. Burnett, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8728

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

7-26-78

FEDERAL AID PROJECT NO. .H-F-3(21)

STATE PROJECT NO. See below

COUNTY NAME

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80225

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>4-5-78 | DATE AUTHORIZATION EFFECTIVE<br>7-11-78 | FEDERAL ROUTE NUMBER<br>Primary 87<br>STATE ROUTE NUMBER<br>Secondary 456 |

GENERAL LOCATION:

Hot Springs Road-McDermitt Section

GENERAL DESCRIPTION OF WORK:

Install permanent signing.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND~~ OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 7-11-78, as requested in Mr. Keasey's letter of 7-12-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $1,000 Federal funds $985.

| | | |
|---|---|---|
| DATE<br>7-26-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

RT W. STRAUB
GOVERNOR

RECEIVED
JUL 31 1978
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlocs
Widmer
Gebauer
Church

July 18, 1978

TO G. L. Green, Division Adm.
Federal Highway Administration

RDChurch for

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal-aid Project No. FLH-F-3(21)

Contract 8728, Work Completed 6-19-78

Project Hot Springs Rd. - McDermitt

Highway I. O. N.

County Malheur

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 7-19-78

G. K. Hosner
for G. L. Green

NOTED
H.S. COULTER

RDC: ns

cc: H. S. Coulter ✓
C. T. Keasey ✓
W. E. Schwartz
R. D. Church

RECEIVED
STATE HWY ENGR
AUG - 1 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

RECEIVED
JUL 19 1978
OREGON DIVI

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL D/OR AUTHORIZATION

| | |
|---|---|
| FEDERAL AID PROJECT NO. | FLH-F-3(21) |
| STA ROJECT NO. | See below |
| COUNTY NAME | Malheur |
| PROGRAM STAGE (Check) | ☐ 1. ☐ 2. |
| PROGRAM NO. | |
| ITEM NO. | 80225 |

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| | |
|---|---|
| DATE PS & E APPROVED | 4/5/78 |
| DATE AUTHORIZATION EFFECTIVE | 5/15/78 |
| FEDERAL ROUTE NUMBER | Primary 87 |
| STATE ROUTE NUMBER | Secondary 456 |

**GENERAL LOCATION:**

Hot Springs Road-McDermitt Section

**GENERAL DESCRIPTION OF WORK:**

Extend culverts Station Nos. MP 114.5 and MP 116.3

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

**REMARKS**

This will confirm the advance authorization date of 5/15/78 as requested in Mr. Keasey's letter of 5/23/78 as being in the public interest for the use of State forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $1,000, Federal funds.

NOTED
F. B. KLABOE

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6/1/78 | G. K. Hosmer | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8728

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1978

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8728 for paving on the Hot Springs Road-McDermitt Section of the I.O.N. Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Wendell Schwartz
P. F. Burnett

TELEX 32-7413

**Hansen & Rowland Inc.** / WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / 627-1161

*"Since 1890"*

May 10, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

Re: Performance Bond for J.C. Compton Company

Dear Sirs:

Enclosed are two duly executed copies of the contract and performance bond for Contract #8728 - paving of Hot Springs Road-McDermitt, for the above captioned contractor.

Sincerely,

Karen Smith

Karen Smith
Bond Dept.

cc: J. C. Compton Company
P.O. Box 86
McMinnville, Oregon 97128

RECEIVED
MAY 12 1978
COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICES TO SERVE YOU IN: ANCHORAGE, VANCOUVER B.C., SEATTLE, TACOMA, WENATCHEE VALLEY, PORTLAND, AND SAN FRANCISCO • WORLD WIDE FACILITIES THRU ASSUREX INTERNATIONAL.

**"Insurance with Emphasis!"**

A DIVISION OF LABOW, HAYNES COMPANY, INC.

8728

8

bc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
P. F. Burnett
SAIF
Fran

May 5, 1978

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Gentlemen:

The Oregon Transportation Commission on May 4, 1978, accepted your proposal for paving on the Hot Springs Road-McDermitt Section of the I.O.N. Highway in Malheur County for the sum of $862,055 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8728.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. The calendar workday count on this contract will begin May 17, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8728 8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

April 11, 1978

H Coulter

**FROM:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

**TO:** FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
   FAP No. M-000C(4)
   Multnomah County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
   Arndt Road
   Clackamas and Marion Counties

   Structure and approaches.

   Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways
   Clackamas County

   Paving

   Because of a lack of demonstrated need, a bikeway is not being established at this time.

   Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
   Oregon Coast Highway
   Coos County

   Painting.

   Same as No. 1.

5. Old Coast Highway-Boat Basin Road
   Lower Harbor County Road
   Curry County

   Grading and paving.

   Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
   The Dalles-California Highway
   Deschutes County

   Grading and paving.

   Four-foot shoulders provided on this project.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
   Oakland-Shady Highway
   Douglas County

   Grading, paving, signals.

   Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
   John Day Highway
   Gilliam County

   Aggregate crushing.

   Same as No. 1.

9. Dayville Rock Production
John Day Highway
Grant County

Aggregate crushing.

Same as No. 1.

10. Main St at Canyon Blvd (John Day)
John Day Highway
Grant County

Traffic signals.

Same as No. 1.

11. S Ashland Intchge-California State Line
Pacific Highway
Jackson County

Paving.

Same as No. 1.

Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
City Streets
Jackson County

Grading and paving.

Twenty-eight-foot curbed section.

Same as No. 6.

13. Wolf Creek Tavern State Wayside
Josephine County

Grading, paving and sewers.

Same as No. 1.

14. Armitage State Park
Lane County

Buildings.

Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
Santiam Highway
Linn County

Grading and paving.

The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
Calapooia River Road
Linn County

Grading and structure.

Four-foot shoulders provided on this section.

Same as No. 6.

17. Crooked Creek
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

18. Hot Springs Road-McDermitt
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
East Portland Freeway
Multnomah County

Grading and paving.

Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8728 4-5-78 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: FLH-F-3(21)

STATE PROJECT NO.: See Below

COUNTY NAME: Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80225

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 4-5-78 | 4-5-78 | Primary 87 |
| | | STATE ROUTE NUMBER<br>Secondary 456 |

GENERAL LOCATION:

"Hot Springs Road - Mc Dermitt Section"

GENERAL DESCRIPTION OF WORK:

High Type Pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Temporary and Permanent Pavement Striping (SF) $5,500. Temporary Erosion Control (EW) $200

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,127,632, Federal funds $1,109,507.

A signed copy of the Title Sheet is returned herewith.

Swan [illegible],
11-10

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4-5-78 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8728

9

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: March 27, 1978

ES Hunter

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT: Project Signs
Hot Springs Road-McDermitt Section
I.O.N. Highway (US95)
Malheur County

I received a call this afternoon from Bud Hill, Chief Traffic Engineer, Nevada Department of Highways, giving verbal approval for project sign installations in Nevada, which I requested by letter dated March 10.

He also advised that District Engineer Jim Cress, Box 326, Winnemucca, Nevada, telephone 702-623-2536, will be confirming the approval by letter.

ESH:ja

cc F. B. Klaboe
H. S. Coulter
C. T. Keasey
J. H. Versteeg
D. H. Moehring
J. B. Boyd
L. E. George
W. E. Schwartz

81-125-1367

8728 3-23-78 456

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

**FROM:** FINAL DESIGN **SUBJECT:** Project Name Change

**TO:** MEMO TO THE FILES

It has been necessary to change the name of this project

FROM Jackson Cr - McDermitt

TO Hot Springs Rd - McDermitt
I.O.N. Highway
Malheur County

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

RECEIVED
MAR 23 1978
ENGINEERING SECTION

Versteeg
1 Christensen DOC
George
2 Olson
Terpin
3 Sullivan JWB
4 Scott
5 Savage

Jr copy Trout
Do Not File ☐
Return To
Bring Up / /
Action

8728

456

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/78
Donald L Rout

4-27-78 Bid Letting ____________ All Clear Deadline

SECTION HOT SPRINGS RD.-MCDERMITT
Highway I.O.N.
County Malheur Region 5
Type of Work Overlay Funds FLH
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☐ | ☒ | ☐ | ☐ | ☒ | Permit applied for |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

8728

9

## OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 13, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Attention: Glenn K. Hossner

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Hot Springs Rd.-McDermitt Section
I.O.N. Highway
Malheur County

Attached is the general design practice followed in the development of projects of this type.

We are preparing contract plans for an overlay project from MP 11.84 to MP 121.36. The present ADT is 1,000. The existing roadway section is two 12 foot travel lanes with 4 foot shoulders.

The existing roadway surface is deteriorating and the proposed 5 inch structural overlay will restore the roadway crown, improve the riding surface and extend the service life of the existing surfacing materials.

The proposed overlay roadway section is two 12 foot travel lanes with 4 foot shoulders. We will flatten the embankment slopes at MP 114.55, MP 116.00 and MP 116.35 instead of installing guardrail.

This project is being funded with a limited amount of FLH funds. The project as originally submitted called for overlaying 16 miles of highway with an estimated cost of $2,200,000. The project as designed will overlay only 9.52 miles, which will full utilize the $1,000,000 of FLH money appropriated for this project.

RECEIVED
TECHNICAL SERVICES

MAR 13 '78

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 81-734-3122

Additional widening to provide wider shoulders was reviewed but is not warranted in relation to the need to improve the roadway surface.

We are submitting this letter to you as documentation as requested in your letter of February 16, 1978, entitled "Exceptions to Minimum Design Criteria Non-Interstate Federal-aid Projects for Pavement Resurfacing".

This project is scheduled for the April 29, 1978, bid letting.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter, w/attach.
    W. E. Schwartz, w/attach.
    F. E. Terpin, w/attach.
    F. Eriksen, w/attach.

# DESIGN PRACTICE AS APPLIES TO PAVEMENT RESURFACING AND RESTORATION PROJECTS

As a general policy our design practice as applies to pavement resurfacing and restoration projects is to:

1. To restore the pavement section, skid resistance, and provide added pavement service life.

2. To provide added pavement width on narrower roadways where significant regrading is not required.

3. To provide modern barrier protection at bridges and large culverts. In some cases culverts are extended.

4. To selective upgrade or add traffic barriers based on judgement decisions which consider traffic volumes, operating speeds, accident experience, condition of existing barriers, and costs.

5. Designs are reviewed to assure that proposed construction features which involve a trade-off in geometric features such as pavement widening which reduces clearances are weighed in project decisions.

6. Pavement super-elevation on curves is given detailed design attenuation. Super-elevation is increased if correctible deficiencies exist. Distorted sections on curves are restored.

7. Each project design process involves the review of the most recent 5-year accident experience to identify existing highway elements which may contribute to accidents. Highway elements which may contribute to accidents are evaluated for upgrading.

8. Existing traffic control devices within project limits are modified as necessary to address operational concerns indicated by accident review or project provisions, such as, added left turn lanes. Signs supports which are identified as roadside obstacles are modified, protected or moved.

9. Environmental and social issues on occasion influence the project design.

3-10-78

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: J. H. Versteeg
Head of Engineering
Attn: Fred Eriksen

DATE: March 2, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Jackson Creek-McDermitt Sec.
M.P. 111.84 to M.P. 121.36
Highway: ION Highway No. 456
County: Malheur

At your request, we have reviewed the accident history on the subject section. Based on information available, no problem areas could be identified. The accident rate was less than that found on similar state highways. No special corrective treatment is indicated at this time.

L E George
L. E. George
Traffic Engineer Supervisor

GE:rah

1 Versteeg ✓
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 06 1978
ENGINEERING SECTION

Trout
Do Not File ☐
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Action

REFERRED TO
Board
Dorn
Cole
Sample
✓ Eriksen F.E.
Watson
Hager
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

11-125-1307

8728

March 10, 1978

Mr. Russell C. Hill
Chief Traffic Engineer
Nevada State Highway Department
1263 Stewart Street
Carson City, Nevada 89701

Dear Mr. Hill:

Hot Springs Road-McDermitt Section
I.O.N. Highway (U.S. 95)
Malheur County

We are presently preparing plans for a 9.5-mile pavement overlay project on the above-named section, with an anticipated advertising date of April 6, 1978.

It will be necessary to install construction warning signs within the State of Nevada. These signs would consist of "ROAD CONSTRUCTION NEXT 10 MILES" with amber flasher, facing traffic entering Oregon and "END CONSTRUCTION" facing traffic entering Nevada. These signs would extend approximately one-half mile into Nevada and be in place throughout the life of the project. In addition, when paving operations are in the vicinity of the States' border, we would install "CONSTRUCTION SPEED 30", "BE PREPARED TO STOP" and "FLAGMAN AHEAD" signs.

Enclosed is Article 107.21 - "Responsibility for Damage Claims" from our Standard Specifications for Highway Construction. We will extend the "hold harmless clause" by adding the following to the Special Provisions of the subject project:

> "The following is hereby added to the Special Provisions, Subsection 107.21 - Responsibility for Damage Claims: In connection with the work to be performed in the State of Nevada under this contract, it shall be understood that the indemnification and save harmless requirements of Subsection 107.21 of the Standard Specifications extends to the State of Nevada, the Nevada State Highway Commission, the Nevada State Highway Engineer, and officers and employees of the State of Nevada."

We request authority to install construction signs within the State of Nevada for this project.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachment

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
J. H. Versteeg
J. B. Boyd
W. E. Schwartz

WBG:ab ja

~~or otherwise restoring as may be directed, or he shall make good such damage or injury in an acceptable manner.~~

~~Land irrigation and drainage facilities and growing crops shall be protected from damage. The contractor shall perform his operations at such times and in such manner as not to interfere with the owner's use thereof and rights thereto. The contractor shall anticipate the conditions which may arise or obtain due to such facilities and crops as they may affect the performance of his work and shall have taken into consideration, in his bid, any delays, inconveniences and damages which may occur.~~

~~In applying the provisions above stated, the repairing, rebuilding or replacing of damaged property shall be understood to include the providing of any temporary facilities that may be needed to maintain normal service until the required repairing, rebuilding or replacing is accomplished.~~

~~These provisions shall apply to the repairing, rebuilding or replacing of pipes, conduits, sewers, water and gas lines, and to other underground structures, to overhead structures, to land monuments and property marks, to mail and newspaper boxes, to irrigation facilities, to crops and to all other real or personal, private and public property whether shown on the plans or not. It shall be the contractor's responsibility to ascertain the existence and location of all properties and facilities which may be subject to damage by reason of his operations.~~

~~**107.20 Forest Protection** - In carrying out work within or adjacent to State or National Forests, the contractor shall comply with all regulations of the State Fire Marshal, Conservation Commission, Forestry Department, or other authority having jurisdiction, governing the protection of forests and the carrying out of work within forests, and shall observe all sanitary laws and regulations with respect to the performance of work in forest areas. He shall keep the areas in an orderly condition, dispose of all refuse, obtain permits for the construction and maintenance of all construction camps, stores, warehouses, residences, latrines, cesspools, septic tanks and other structures in accordance with the requirements of the Forest Supervisor.~~

~~The contractor shall take all reasonable precaution to prevent and suppress forest fires and shall require his employees and subcontractors, both independently and at the request of Forest officials, to do all reasonably within their power to prevent and suppress and to assist in preventing and suppressing forest fires and to make every possible effort to notify a Forest official at the earliest possible moment of the location and extent of any fire seen by them.~~

**107.21 Responsibility for Damage Claims** - The contractor shall indemnify and save harmless the Division, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damage received or sustained by any person, persons or

property on account of the operations of the said co
subcontractors or the employees of either; or on accour
consequence of any neglect in safeguarding the work; or bec
act or omission, neglect or misconduct of said contractor; o
any claims or amounts recovered from any infringement
trademark or copyright; or from any claims or amount
recovered under any workman's compensation law or an
ordinance, order or decree; and so much of the money
contractor under and by virtue of his contract as may
necessary by the Division for such purpose may be retaine
of the State; or, in case no money is due, his surety
until such suit or suits, action or actions, claim or claim
or damages as aforesaid shall have been settled and suitab
that effect furnished to the Division; except that mo
contractor will not be withheld when the contrac
satisfactory evidence that he is adequately protected by
and property damage insurance.

The State, the Transportation Commission, the member
its officers, employees and agents will not in any manner
or accountable for any loss or damage from any cau
resulting to the work, or any part thereof, or to any of
materials or other things used or employed in prosecuting
the work.

Except as provided in subsections 105.08, 105.07,
107.24, or as provided in the special provisions, it is spe
between the parties executing the contract that it is no
any of the provisions of the contract to designate the
member thereof a third party beneficiary hereunder, or to
public or any member thereof to maintain a suit for p
or property damage pursuant to the terms or provisions o

~~**107.22 Contractor's Responsibility for Utility Property**~~
~~At points where the contractor's operations are adjacen~~
~~of railway, telegraph, telephone and power companies,~~
~~to other property, damage to which might result~~
~~expense, loss or inconvenience, work shall not be comm~~
~~arrangements necessary for the protection thereof have b~~

~~The contractor shall cooperate with the owners of~~
~~or facilities in their removal and rearrangement operatio~~
~~these operations may progress in a reasonable manner,~~
~~of rearrangement work may be reduced to a min~~
~~services rendered by those parties will not be unneces~~

~~In the event of interruption to water or utility se~~
~~of accidental breakage or as a result of being expos~~
~~the contractor shall promptly notify the proper au~~
~~cooperate with the said authority in the restoration~~
~~or sewage service is interrupted, repair work shall b~~
~~the service is restored. No work shall be under~~

~~be directed, or he shall make good such~~
able manner.
age facilities and growing crops shall be
contractor shall perform his operations at
ner as not to interfere with the owner's use
he contractor shall anticipate the conditions
due to such facilities and crops as they may
his work and shall have taken into
y delays, inconveniences and damages which

s above stated, the repairing, rebuilding or
erty shall be understood to include the
facilities that may be needed to maintain
equired repairing, rebuilding or replacing is

ply to the repairing, rebuilding or replacing
water and gas lines, and to other
verhead structures, to land monuments and
d newspaper boxes, to irrigation facilities, to
l of personal, private and public property
ns or not. It shall be the contractor's
he existence and location of all properties
be subject to damage by reason of his

. In carrying out work within or adjacent
ests, the contractor shall comply with all
Marshal, Conservation Commission, Forestry
hority having jurisdiction, governing the
e carrying out of work within forests, and
laws and regulations with respect to the
orest areas. He shall keep the areas in an
of all refuse, obtain permits for the
ance of all construction camps, stores,
rines, cesspools, septic tanks and other
h the requirements of the Forest Supervisor.
e all reasonable precaution to prevent and
all require his employees and subcontractors,
the request of Forest officials, to do all
ver to prevent and suppress and to assist in
orest fires and to make every possible effort
ial at the earliest possible moment of the
~~fire seen by them.~~

**for Damage Claims** - The contractor shall
ess the Division, its officers and employees,
claims of any character brought because of
ceived or sustained by any person, persons or

property on account of the operations of the said contractor, his subcontractors or the employees of either; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of said contractor; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under any workman's compensation law or any other law, ordinance, order or decree; and so much of the money due the said contractor under and by virtue of his contract as may be considered necessary by the Division for such purpose may be retained for the use of the State; or, in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Division; except that money due the contractor will not be withheld when the contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

The State, the Transportation Commission, the members thereof and its officers, employees and agents will not in any manner be answerable or accountable for any loss or damage from any cause whatsoever resulting to the work, or any part thereof, or to any of the equipment, materials or other things used or employed in prosecuting or completing the work.

Except as provided in subsections 105.06, 105.07, 107.22 and 107.24, or as provided in the special provisions, it is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of the contract to designate the public or any member thereof a third party beneficiary hereunder, or to authorize the public or any member thereof to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.

~~**107.22 Contractor's Responsibility for Utility Property and Services.**~~ At points where the contractor's operations are adjacent to properties of railway, telegraph, telephone and power companies, or are adjacent to other property, damage to which might result in considerable expense, loss or inconvenience, work shall not be commenced until all arrangements necessary for the protection thereof have been made.

The contractor shall cooperate with the owners of any utility lines or facilities in their removal and rearrangement operations in order that these operations may progress in a reasonable manner, that duplication of rearrangement work may be reduced to a minimum, and that services rendered by those parties will not be unnecessarily interrupted.

In the event of interruption to water or utility services as a result of accidental breakage or as a result of being exposed or unsupported, the contractor shall promptly notify the proper authority and shall cooperate with the said authority in the restoration of service. If water or sewage service is interrupted, repair work shall be continuous until ~~the service is restored. No work shall be undertaken around fire~~

8128

8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 23, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Jackson Creek-McDermitt
I. O. N. Highway
Malheur County

TO: E. S. Hunter
Technical Services Engineer

The subject project as submitted by the field proposed overlaying 16 miles of highway through federal lands from McDermitt to the north. This section of highway has an ADT of 810 and consists of two 12-foot travel lanes and 4-foot shoulders. The estimated cost of overlaying the 16 mile section was $2,000,000.

The approved FLH funding available for this project is $1,000,000.

We are preparing contract plans for a 9.52 mile section starting at McDermitt based on a structural base design of 3-inches of P.M.B.B. and 2-inches of Class "B" A.C.W.S. with a future 2-inches A.C. wearing course to be applied, as required, at a later date. A location map is attached.

The estimated cost of this project is $1,250,000, which is broken down as follows:

1. 7.82 miles of highway in federal lands at a cost of $1,000,000 (FLH Funds).
2. 1.70 miles of highway in state and private lands, interspersed within the federal highway areas noted in (1) above, at a cost of $250,000.

The $250,000 will need to be approved and provided from other than FLH funds. This project is scheduled for the April 27, 1978, letting.

DOC:ab
cc: F. Eriksen

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 2-24-78

cc Moehring
2-24-78

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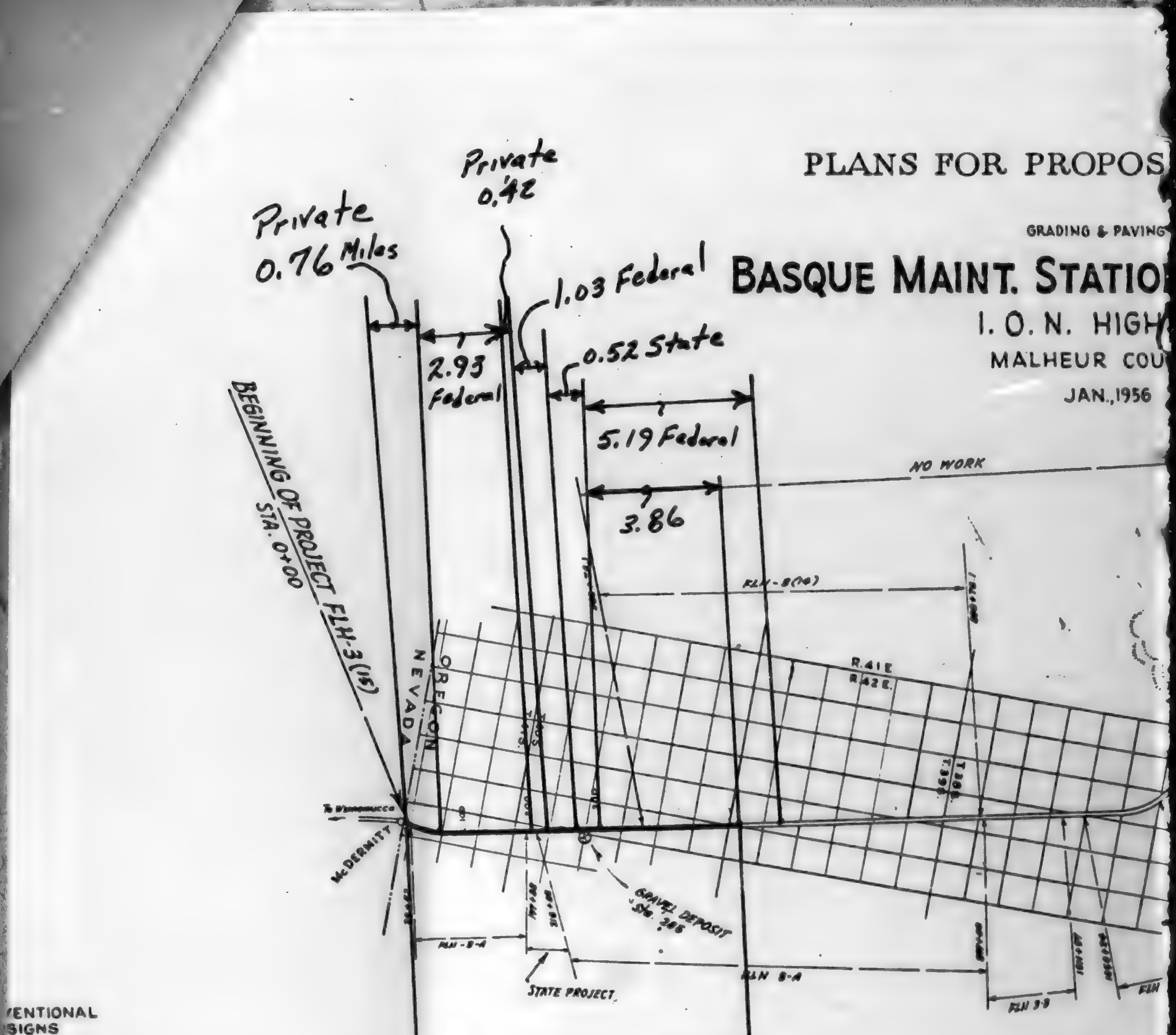
TECHNICAL SERVICES
FEB 24 '78
REFER TO
FOR



PLANS FOR PROPOS

GRADING & PAVING

**BASQUE MAINT. STATIO**

I. O. N. HIGH

MALHEUR COU

JAN.,1956

Private
0.76 Miles
Private
0.42
1.03 Federal
2.93
Federal
0.52 State
5.19 Federal
3.86
BEGINNING OF PROJECT FLH-3(15)
STA. 0+00
NO WORK
FLH-3(14)
OREGON
NEVADA
R.41E
R.42E
T.39S
T.38S
To Winnemucca
McDERMITT
GRAVEL DEPOSIT
STA. 305
FLH-3-A
STATE PROJECT
FLH 3-A
FLH 3-B
FLH
9.52 Miles
VENTIONAL
SIGNS
State Line
County Line
City or Town Limits
Township Line
Section Line
Donation Land Claim Line
SKETCH MAP
Scale 1" = 2 miles
Scale

# PLANS FOR PROPOSED PROJECT

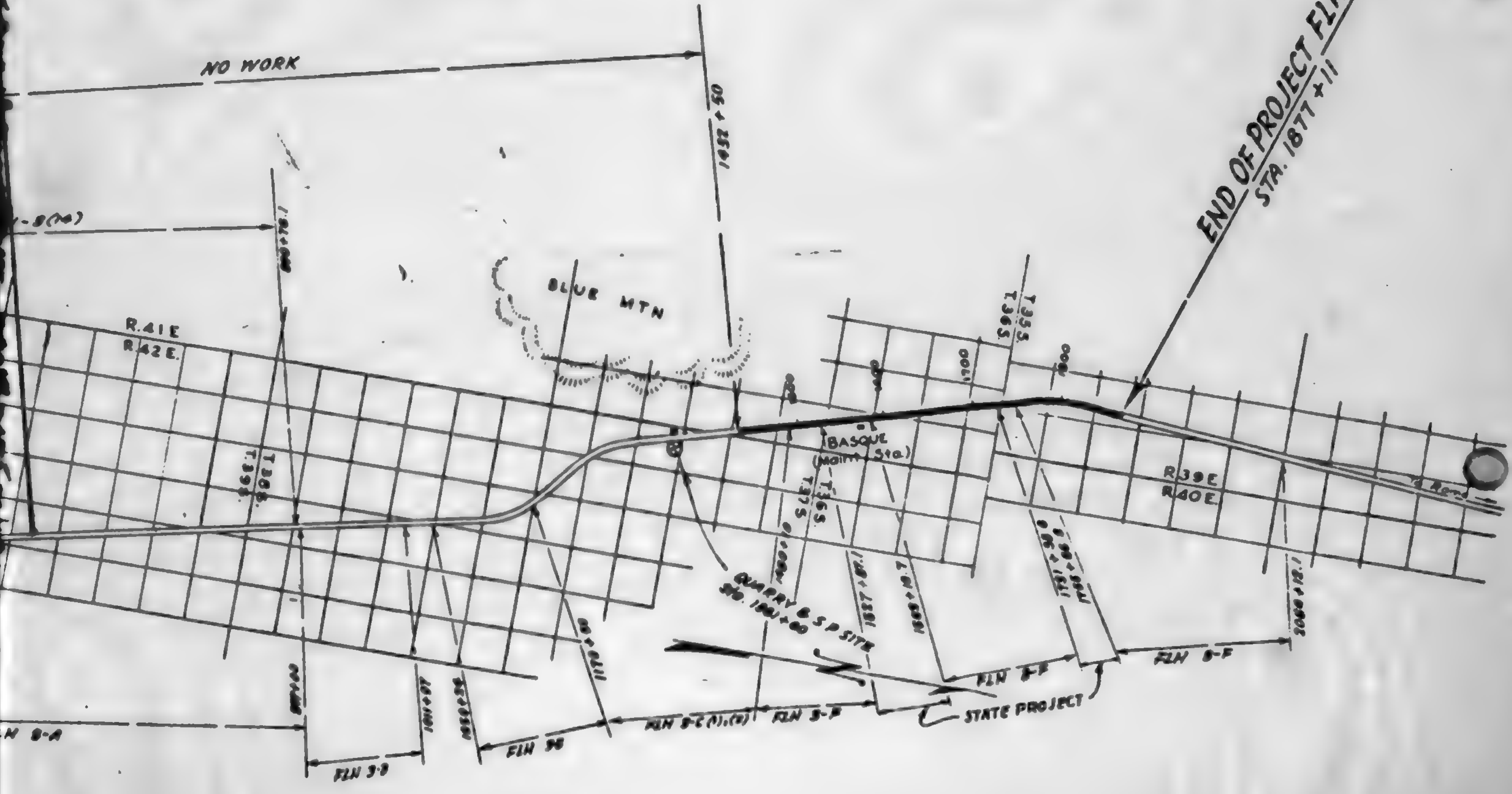
GRADING & PAVING

# ASQUE MAINT. STATION-McDERMITT SEC.

## I. O. N. HIGHWAY

MALHEUR COUNTY

JAN., 1956


NO WORK
1852+50
-3(14)
BLUE MTN
R.41E
R.42E.
T.38S.
T.39S.
T.36S
T.37S
T.35S.
T.36S.
BASQUE
(Maint. Sta.)
QUARRY & S.P. SITE
STA. 1961+60
END OF PROJECT FLH-3(15)
STA. 1877+11
R.39E.
R.40E.
FLH 3-A
FLH 3-B
FLH 3-C (1),(2)
FLH 3-D
FLH 3-E
FLH 3-F
STATE PROJECT

**SKETCH MAP**

Scale 1" = 2 miles

Scale Miles

8728

456

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, OR 97850
January 13, 1978

FROM: W. E. Schwartz G. L. Epley
Region Engineer

SUBJECT: Jackson Creek Road-McDermitt
I.O.N. Highway
123-1472

TO: Frank Terpin
Location Engineer

SALEM

Herewith field work on the subject project with an estimate of cost broken into two parts, Federal funds of $ 1,000,000 covering 14.1 miles with State funds for the rest of the project, 1.9 miles. It was not possible to perform work through the entire Federal Lands with the amount setup so we had to use State funds for the balance. A tabualtion of the breakdown between Federal Lands and State or Private Lands is also included.

| | | |
|---|---|---|
| 1 ROLL | X SECTIONS & PLAN | |
| 1 BOOK | FIELD NOTES | |
| 1 PAD | EST, NARRATIVE & COMPUTATIONS | |

TO CHANTER EN
1-16-78

RECEIVED
JAN 16 1978
LOCATION
SECTION

8721 456

FORM 81-734 9035

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 14, 1977

FROM: George C. Wills George C. Wills
Field Location Engineer

SUBJECT: Jackson Creek-McDermit
I.O.N. Highway
Malheur County

TO: F I L E

1 Versteeg ✓
2 Christensen Doc
George
Olson
Turpin
Sullivan

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DEC 30 1977
ENGINEERING SECTION

Trout
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Return to
Bring Up / /
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REFERRED TO
Beard Dorn
Cole ✓ Sample
Eriksen Watson
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Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

The subject project has been estimated to cost $1,775,000. Sections at the southerly end are not eligible for FLH funding and Primary and State funds will be required amounting to $91,000 and $16,000 respectively, as determined by a preliminary estimate. Partial funding of $1,000,000 has been allocated.

Region 5 Construction Engineer Dale Allen is proceeding to complete a survey for the entire 15.1 miles and make a recommendation as to what part to construct with the allocation.

Frost and subsequent breakup have resulted in substantial maintenance costs since reconstruction by State contract in 1964. Problem areas will be examined during the location to determine whether special treatment will be required to stabalize the grade. Base Design Engineer and Region Construction Engineer will collaborate on recommendations.

A material source must be selected for aggregates. Since this very likely will involve the BLM, this determination should be completed at the earliest possible date in order that permits can be secured by early spring. The material source may be the critical element in preparing project for contract.

Region has prepared a survey authorization and will initiate necessary environmental action also. Survey is tentatively scheduled for completion in late January. Present ownerships between Federal and private lands adjacent to the project will be determined to establish the split between State-FAP and FLH funding.

Project contract should be let by April in order to insure completion in the 1978 construction season. In order to meet that date, the survey should be complete in January and material source should be clear by early March.

All construction will be within the existing roadbed prism; therefore, an archeological survey will not be required.

GCW:mc
cc J. H. Versteeg
Clarence Gregg
W. E. Schwartz

D. H. Moehring
Gary A. Potter

NOTED
W. N. HACKLEMAN

Discussed with Allen 1-5-78 Nd

GRADING & PAVING

~~BLUE MTN. PASS - JACKSON CR~~

I.O.N. HIGHWAY

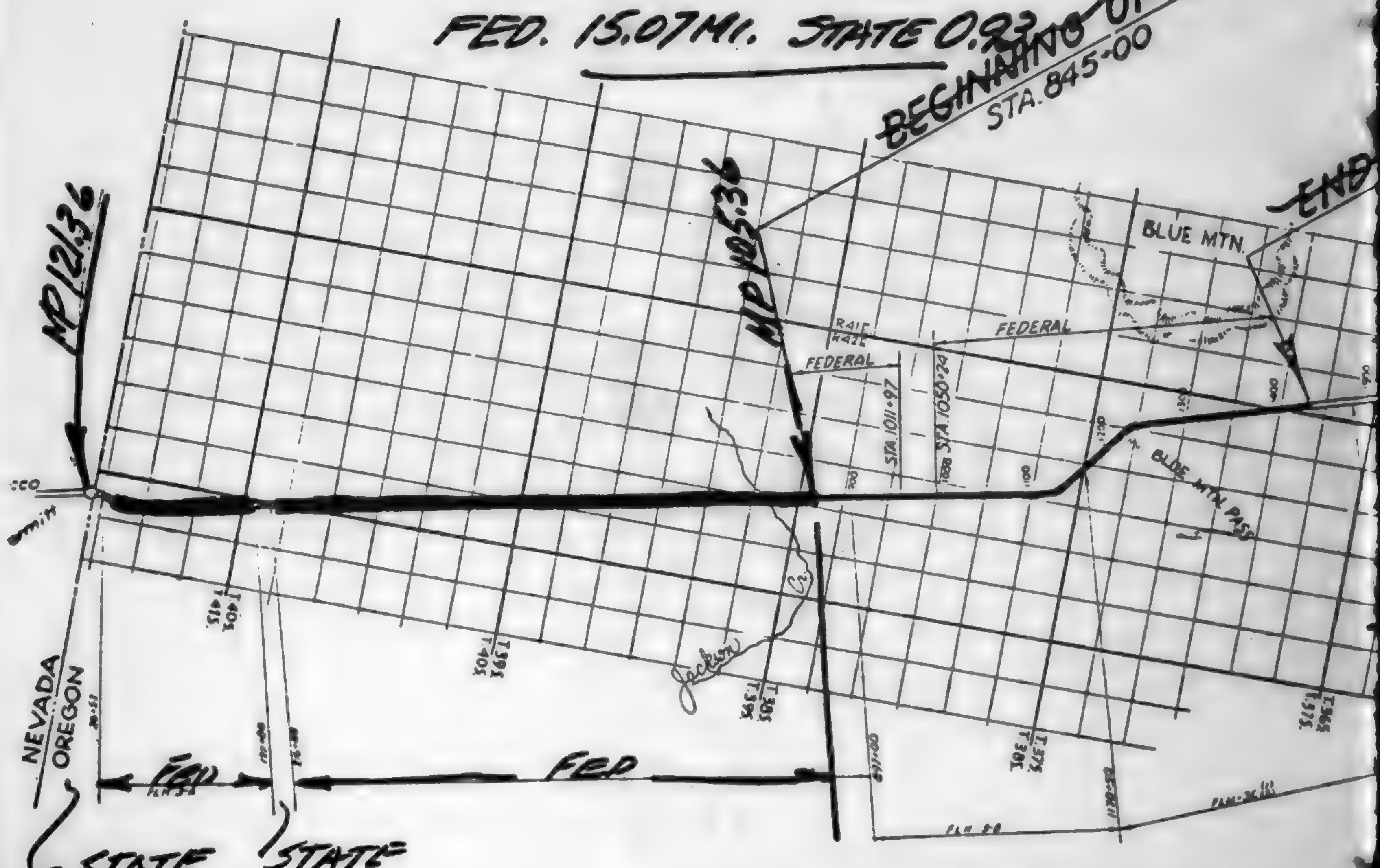
MALHEUR COUNTY

APRIL, 1969

JACKSON CR. - McDERMITT

LENGTH 16 MI.

FED. 15.07 MI. STATE 0.93


~~BEGINNING OF PROJECT~~
STA. 845-00
END
MP 121.36
MP 105.36
BLUE MTN.
FEDERAL
FEDERAL
STA 1011+97
STA 1050+24
BLUE MTN. PASS
Jackson Cr.
NEVADA
OREGON
FED
FED
STATE
STATE

Sketch Map

Scale 0 1 2 3 4 Miles

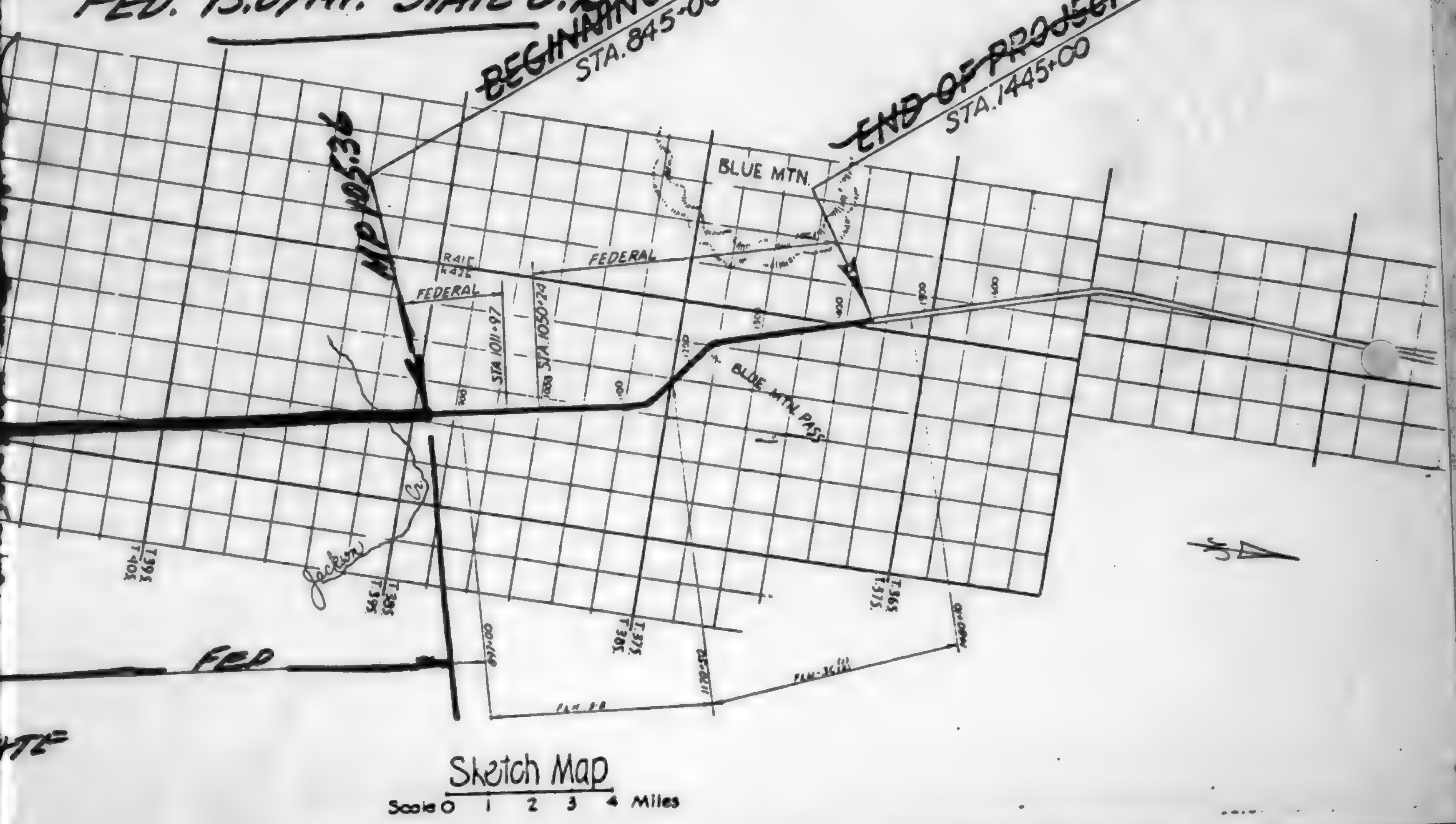
GRADING & PAVING

~~MTN. PASS-JACKSON CR. SECTION~~

I.O.N. HIGHWAY
MALHEUR COUNTY
APRIL, 1969

ACKSON CR. - McDERMITT
LENGTH 16 MI.

FED. 15.07 MI. STATE 0.93


~~BEGINNING OF PROJECT FLH 3(19)~~
STA. 845+00
~~END OF PROJECT FLH 3(19)~~
STA. 1445+00
MP 105.36
BLUE MTN.
R41E
R42E
FEDERAL
FEDERAL
STA 1011+97
STA 1050+24
BLUE MTN. PASS
Jackson Cr.
T.39S
T.40S
T.36S
T.38S
T.37S
T.38S
T.36S
T.37S
FED
ATE

Sketch Map
Scale 0 1 2 3 4 Miles

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 7, 1977

In reply refer to: HDA-OR/710.16

SUBJECT: Allocation of Public Lands Funds for Obligation in FY 1978

FROM: G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO: Mr. F. B. Klaboe, Chief of Operations, Oregon Dept. of Transportation

This is to notify you that Oregon has been allocated the amount of $1 million for the project described as U. S. 95, Jackson Creek - McDermitt. While this is not the full amount you requested, it was the maximum that could be allocated in order to stay within overall funding limitations.

Additional Public Lands funds are not available to permit exceeding the $1 million amount. Should an excess of funds develop after the project is placed under agreement or abandoned, the surplus must be returned to our Washington Office promptly.

All Public Lands construction funds should be placed under contract as promptly as possible. Public Lands funds hereby allocated are eligible only for work on the assigned project and Federal-aid route within designated Public Lands.

for G. L. Green

NOTED
E. S. HUNTER

Versteeg Pls schedule work
EB

RECEIVED
TECHNICAL SERVICES
DEC 8 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ack | File

[illegible]
Hunter
12-8-77

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DOT OPERATIONS
DEC - 6 '77
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FOR
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1 Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

Do Not File
Return To
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Action

8728

9

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE

September 15, 1977

Salem, OR 97310

NOTED
E. S. HUNTER

FROM: Pieter Dykman
Research Coordinator

SUBJECT: Status of Cultural Resource Surveys - FLH jobs

TO: Memo to File

1. Jackson Cr.-McDermitt - No survey needed; work is overlay only.
2. Wagontire - Lake Co. Line - Survey completed; one large site needs salvage. Some project plans available.
3. Beede Reservoir - Drinkwater Pass - No plans available yet; may need to do strip survey, 120 feet right and left of centerline.
4. Fossil Cr. - Bone Cr. - Survey complete; project being modified, may need additional survey.
5. Crooked Cr. - Flight Strip Sec. - No plans available yet; may need to do a strip survey, 80 feet right and left of centerline.
6. So. Unit - Pikes Ranch - Valley Falls - Location survey partially completed; some parts will have to be done as a strip survey.

PTD:cjh

cc: Gary Potter
E. S. Hunter ✓
F. E. Terpin
L. W. Rulien

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TECHNICAL SERVICES
SEP 16 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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| | | | | | | |

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8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 8, 1977

Salem, OR 97310

FILE:

RECEIVED
STATE HWY ENGR
FEB 11 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Statewide Assessment
FAS, Region 5 Projects

TO: L. W. Rulien
Program Management Engineer

NOTED
E. S. HUNTER

The FAS projects considered in this memorandum have been assessed and evaluated for their potential impact on the quality of the human environment.

The proposed projects (projects 1, 2 and 3) are located in an area of farming, ranching, timber production and recreation. Despite relatively low average daily traffic counts, highway pavement is badly worn. This can be attributed to climactic conditions, heavy use by industrial traffic and, more important, a lack of construction funds to correct the deficiencies. The existing highway has a number of safety hazards. In addition to deteriorated pavement, some sections of highway are less than 32 feet wide and lack paved shoulders. The proposed projects would correct these safety hazards by widening the highway as necessary; overlaying the highway with asphalt concrete or overlaying existing pavement with a plant-mix seal. Material sources include State-controlled or commercial sites.

1. Stewarts Bridge-Flat Creek, M.P. 134.5-138.0

   This section of Highway 5 is located in a narrow agricultural strip paralleling the John Day River. The oil mat surface is fractured; highway width is less than the 32-foot standard. The proposed project consists of widening, as necessary, and overlaying travel lanes and shoulders with asphalt concrete.

2. Bridge Creek-Wetmore Forest Camp, M.P. 185.5-203.0

   This section is located within the Malheur National Forest at elevations exceeding 5,000 feet msl. The highway is characterized by numerous curves and fractured pavement. The proposed project consists of overlaying existing pavement with a plant-seal mix.

3. Ironside-Brogan, M.P. 231.1-246.9

   The Ironside-Brogan Section is situated in a high and arid environment at elevations exceeding 3,000 feet. Surrounding land is primarily used for grazing. The highway in this section is narrow and lacks paved shoulders. The proposed project consists of widening the highway to a standard width of 32 feet and overlaying with asphalt concrete.

The three proposed projects 4, 5, and 6 are located within agricultural sections of Umatilla County. Each involves upgrading deteriorated pavement with an asphalt concrete overlay or plant-mix seal. The necessity of repairing these sections is underscored by their present condition, continuous use by heavy industrial vehicles and projected traffic volumes. Highway safety is a decided factor.

4. Oregon-Washington Highway (8)
   Athena-Dry Creek Section (M.P. 16.1-21.8)

   This 5.7-mile project is located among rolling wheat land on the Blue Mountain slope. The highway provides access to granaries, food processing plants and forest industries. It is also the principal link between the cities of Pendleton and Walla Walla. The pavement within the Athena-Dry Creek section appears to degenerate daily. It is badly cracked and spalling. These conditions can be corrected with an asphalt concrete overlay. Suitable State-controlled and commercial materials sources are located near-by.

5. Pendleton-John Day Highway (28)
   Pine Road-Pilot Rock Section (M.P. 6.7-16.0)

   This 9.3-mile section of highway is situated along McKay Creek among rolling wheat fields. The highway carries considerable farm and forest products traffic. There is also a significant amount of commuter traffic between Pendleton (M.P. 0.0) and Pilot Rock (M.P. 16.0). Near-by McKay Creek reservoir attracts sportsmen and recreationists throughout northeastern Oregon.

   The proposed project consists of applying a plant-mix seal over badly cracked pavement. This would increase the longevity of the highway and substantially improve the margin of safety. Commercial and State-controlled material sources are near-by.

6. Hermiston Highway (333)
   I-80N-Hermiston Section (M.P. 8.3-12.4)

   This 4.1-mile section of highway is located in one of the State's most rapidly developing areas. Growth is directly tied to agri-business enterprises. Climactic conditions coupled with irrigation have transformed sagebrush-covered land into productive farmland. Irrigated farmland and a lesser amount of undeveloped sage-covered land border the highway between I-80 North and Hermiston.

   This section of Highway 333 warrants special attention. The rapidly deteriorating pavement already supports considerable industrial and commuter traffic (A.D.T.-4,900). Increasing traffic volumes will hasten destruction of the pavement. Safety can be enhanced by patching as needed and overlaying the existing pavement with asphalt concrete.

Projects 7, 8, and 9, are intended to upgrade highway safety by repairing badly deteriorated pavement and widening as necessary. Patching would precede the application of plant-mix seal or asphalt concrete overlay. Commercial or State-owned material sources would be utilized.

7. Buchanan-Drinkingwater Section, M.P. 153.2-155.7 & M.P. 165.7-176.2

   The pavement within this section is badly cracked or otherwise deteriorated. In addition, it is one of the few sections lacking paved shoulders. The proposed project entails widening, as necessary, to maintain two 12-foot travel lanes and two 4-foot paved shoulders. The section between M.P. 153.2 and 155.7 would be overlaid with a plant-mix seal. That section between M.P. 165.7 and 176.2 would require widening and an asphalt concrete overlay.

8. Black Canyon Creek-Harper Junction Section, M.P. 203.3-223.2

   The proposed project is located along the Malheur River in a sparsely populated area of farming and ranching. The project consists of applying a plant-mix seal to the existing pavement. Additional widening is not anticipated.

9. Cairo Junction-State Line Section, M.P. 258.2-266.7

   This is the most heavily traveled section of the Central Oregon Highway. Average daily traffic exceeds 5,800 vehicles. Trucks and farm machinery make up a substantial portion of the traffic mix. The proposed project consists of applying a plant-mix seal over the existing pavement. Additional widening is not anticipated.

Highway safety is considerably jeopardized by badly worn or broken pavement within the limits of projects 10, 11, and 12 on Highway 456. Unsafe conditions would be mitigated by an asphalt-concrete overlay or a plant-mix seal. State-controlled and BLM materials sources are located in the proximity.

10. Jordan Creek-Rock Creek Road Section (M.P. 25.2-M.P. 39.5)

    This 14.3 mile section abuts unimproved sage-covered rangeland and where conditions permit, small parcels of pasture or grain land. Most highway traffic is probably farm-to-market; however, the highway also serves as a commuter link between Idaho, Nevada, and western Oregon communities. Pavement along this section is badly cracked and otherwise worn. The associated safety hazard can be mitigated with the application of a plant-mix seal over existing pavement.

11. Burns Junction-Rome Section (M.P. 55.0-M.P. 66.2)

    Most of this 11.2 mile section is located within a considerable expanse of unimproved grazing land. Vegetation is restricted to xeric species, principally big leaf sage. The pavement within the section is subjected to stress from heavily loaded trucks and severe climatic conditions.

The margin of highway safety can be considerably improved with a plant-mix seal overlay.

12. Jackson Crek-McDermitt (M.P. 104.3-M.P. 121.4)

This 17.1 mile section is also located amid unimproved, arid rangeland. Pavement degradation is more advanced than that of the other two sections. The proposed project consists of patching chuckholes as necessary and overlaying the entire section with asphalt-concrete cement.

It has been determined that no new right-of-way will be required for the above projects, and that they are of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classifies these projects as Non-Major.

GAP:GR:ss

cc: E. S. Hunter
Wendell Schwartz
Jim Kennedy

8729 S. Banfield Intchge. (NE 99th 197
Ave.) Sec. of E. Ptld. Fwy.
(Grading, paving & illumination)

8787 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jordan Creek Bridge

WEEK ENDING: December 9, 1978

SECTION PREFIX: 223-1060

HIGHWAY: County Rd. (Jaca Road)

COUNTY: Malheur

NAME OF JOB: Jordan Creek Bridge

KIND OF WORK: Grading, Aggr. Base, Structure

CONTRACTOR: Holst Construction Co.

CONTRACT NUMBER: ~~8727~~ 8787

FEDERAL AID PROJECT NUMBER: OS 2300(1)

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: August 18, 1978

DATE WORK STARTED: September 19, 1978

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 70

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 47

PROJECT AUTHORIZATION: $152,048.01

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $139,991.34

ENGINEERING AUTHORIZATION $12,056.67

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $139,404.

ENGINEERING COST TO DATE $15,045.

DATE PROJECT WAS COMPLETED: November 7, 1978

ESTIMATED PERCENT: OVERRUN UNDERRUN 5%

PERCENT OF AUTHORIZATION 125%

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | | 100 | 100 | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.12 | 0.12 | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.12 | 0.12 | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 2,675 cy | 1,360 cy | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 2,321 cy | 1,238 cy | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 2,321 cy | 1,238 cy | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 16343 | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 3 | Cold all week | 0 | | |
| MONDAY 4 | | 0 | | |
| TUESDAY 5 | | 0 | | |
| WEDNESDAY 6 | | 0 | | |
| THURSDAY 7 | | 0 | | |
| FRIDAY 8 | | 0 | | |
| SATURDAY 9 | | 0 | | |

RECEIVED
DEC 11 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 3 | No activity all week |
| MONDAY 4 | |
| TUESDAY 5 | |
| WEDNESDAY 6 | |
| THURSDAY 7 | |
| FRIDAY 8 | |
| SATURDAY 9 | |

## REMARKS

Project complete. Semi-final to be submitted as soon as Manufacturer's Certs. received.

SIGNED P.F. Burnett, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8729 9-21-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(13)300
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. I-543

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/25/81
8. FEDERAL ROUTE NUMBER Interstate 205
9. STATE ROUTE NUMBER Primary 64
10. GENERAL LOCATION: Clackamas River - Washington State Line
11. GENERAL DESCRIPTION OF WORK Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 9/3/81 this will comfirm the advance authorization date of August 25, 1981 to proceed with the adjustments to Parkrose Water Districts Fire Hydrant and water service on an actual cost basis estimated to be $5,378 Federal Funds $4,960.

I approve the adjustment with Parkrose Water District.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

orig. 9-24

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FOR

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14. DATE 9/21/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

ROW 18-4

September 3, 1981

NOTED
E. S. HUNTER

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TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Fire Hydrant Relocation
Parkrose Water District
Clackamas River-Washington State
Line Utility Project
(N.E. 99th Avenue)
East Portland Freeway
Multnomah County
Utility Project: I-205-7(13)300

Here is a copy of an estimate of cost to adjust a Parkrose Water District fire hydrant and two water services dated August 24, 1981, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated. The District was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as facilities occupy County road right of way by existing permit.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authroization to proceed with the work as of August 25, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,378.

JMC/BES/llr
Enc.
cc: E. S. Humber
Jack M. Cartwright
Gary Kennen

#8737

L.

January 16, 1981

ROW 18-4

RECEIVED
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TO: Glen L. Green, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Engineering Service Agreement
Hazelwood Water District/Lee Engineering, Inc.
Clackamas River-Washington State Line Utility Project
(S. Banfield Intchge. Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

NOTED
E. S. HUNTER

Here is a copy of a fully-executed Engineering Service Agreement between Hazelwood Water District and Lee Engineering, Inc., dated May 29, 1980, which provides for general engineering services as may be required by the District. Exhibit A of the Agreement, more specifically, applies to the services required by the District for the relocation of its water facilities in conflict with highway construction on NE 99th Ave. at Halsey Street, a portion of the S. Banfield Interchange Section of the East Portland Freeway.

Hazelwood Water District does not have sufficient engineering staff to accomplish the engineering work required to design the relocation and adjustment of their facilities in conflict with this project.

The engineering services will be provided on an actual cost basis at rates specified in Exhibit A-1 to the Agreement.

Lee Engineering, Inc. is performing the engineering services as part of a larger project which includes installation of water facilities on SE 100th and SE 102nd Avenues. The work on SE 100th and SE 102nd Avenues is not related to highway construction; therefore, there will be a division of costs for the engineering services provided to the District. Lee Engineering, Inc. estimates, at this time, that the division of cost will be 60% State and 40% District. The 60/40% division of cost will be used for preliminary engineering costs. After the water facility project is let to contract, an actual division of engineering service costs will be developed based on the construction cost of the related work. The State's payment for preliminary engineering costs will then be adjusted to reflect the actual computed division of costs. Please refer to Lee Engineering, Inc.'s letter of December 19, 1980, a copy of which is enclosed.

Your approval of the Engineering Service Agreement and confirmation of your verbal authorization to proceed with the engineering services as of January 13, 1981 under the provisions of PPM 30-4 and FHPM-6-1-2 is requested. Estimated cost to the State is $4,860.

DES/JMC/vlw
Enc.

cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

8724

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

# FINAL ACCEPTANCE REPORT

4 3 1

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>4-3-80 | REPORT MADE BY<br>C. T. Christianson, Area Engineer | | PROJECT NO.<br>I-205-7(59)310 |
| COMPLETION DATE<br>3-2-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>5-9-79 | TIME ELAPSED<br>102 % | CONTRACT TIME<br>125 CWD |
| APPROVED EXTENSIONS<br>8 CWD | LOCATION<br>99th Avenue between Gateway Shopping Ctr and Glisan St. | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE 99th AVE. SEC.
S. BANFIELD INTERCHANGE
E. Portland Freeway
Grading, Paving, Illumination

The project has been completed at a final cost of $303,568 representing a 6% underrun. A final inspection was made on 3-12-79 at which time the project was found complete and acceptable.

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*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE<br>C T Christianson<br>C. T. Christianson | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner |
| TITLE<br>Area Engineer — DATE 4-3-80 | TITLE<br>Field Operations Engineer — DATE 4-4-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8729

I-205

40

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January [illegible], 1980

Salem, OR 97310

FILE:

Tony

FROM: A. J. George, Eng. Coordinator
Environmental Section

TO: Adrian Olson
Engineering Section

SUBJECT: I-205 Sound Barrier
Station 266 to 290
S. Banfield Interchange
I-205, Multnomah County

Per your request, we performed a review of the sound barrier along the Banfield Freeway between stations 266 and 290. Discrepancies were noted between the barrier heights as proposed by Metro Design; Howard, Needles, Tamman, and Bergendoff (I-205 Consultant) and Dames and Moore (Banfield Transitway Consultant).

The Metro Design proposes a continuous 6-foot high wall. HNTB specified a wall 10 feet high from station 266 to 274, 8 feet high from station 274 to 278, 7 feet high from station 278 to 285, 6 feet high from station 285 to 290, and from station 290 the 6 feet high wall should be transitioned into the earth berm at NE Holladay Street. The Banfield Transitway consultant recommends a continuous 8 foot high barrier.

Our analysis as to the necessary barrier height follows:

| Station | Height |
|---|---|
| 266 to 270 | 8 feet |
| 271 to 273 | 10 feet |
| 274 | 8 feet |
| 275 to Earth Berm | 6 feet |

If you have any questions, feel free to contact Ted Pallister or myself. Otherwise, we will assume that our recommendation will be incorporated into the design.

AJG:TP:lb

REFERRED TO
Beard ✓ Stoudenmeyer Mann MEM
Cole Sempe
Eriksen Watson
Hager Dorn Lou
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BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
3 Christensen
2 Olson
Sullivan
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SECTION

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1-205

ROAD DESIGN SECTION 378-6558

August 14, 1979

Max Klotz
Technical Services Engineer, Metro

Duane O. Christensen
Final Design Engineer

S. Banfield Interchange
[redacted]
Multnomah County

The section of the Banfield Highway from Northeast 82nd. to South Banfield Interchange is to be included in the South Banfield Interchange Section. This project is scheduled for bid opening on January 24, 1980.

A drainage plan for this section was not included with the construction data previously submitted. Insufficient data is available in our office to design the drainage.

Please review and submit a drainage plan, by October 1, 1979, to be included with the project.

LKW:mw
cc: L. K. Watson
A. Olson

8729

May 18, 1979

Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On May 11, 1979, we wrote to you concerning release of final payment on Contract No. 8729 awarded to Waybo, Inc. for work on the S. Banfield Interchange (N.E. 99th Avenue) Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $15,661.43 and the total contract amount is $299,287.67 including $1,230.67 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Waybo, Inc.
7300 N.E. Killingsworth
Portland, OR 97218

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8729

8

April 26, 1979

Waybo, Inc.
7580 N.E. Killingsworth
Portland, OR 97218

Gentlemen:

Time Extension Request
S. Banfield Int. (N.E. 99th Ave.)
Contract No. 8729

Careful consideration has been given to your request for additional time in which to complete the above project and an extension of eight calendar workdays is hereby granted. Reasons considered in granting this request were the cement shortage and the course of construction utility delays.

No additional time was granted for the two days charged in March of 1979 since the work done during this time period should have been completed during the winter "no count" time period.

There remains two days of liquidated damages on this project.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:fr ji

bc: C. T. Keasey
Ed Hardt
Bud Heinz
Richard Hack

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 23, 1979

FILE: CON 5 #8729

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S. Banfield Int. (N.E. 99th Ave.)
Contract No. 8729
FAP No. I-205-7(59)310

The contractor on the above project, Waybo, Inc., has requested a time extension of 10 calendar workdays. The reason stated by the contractor is the cement shortage during mid and late summer.

The cement shortage would have delayed the project, however, there were other delays which were in reality more critical to the completion of the contract. On this project, there were numerous utility conflicts which required adjustment during the course of construction. These utility conflicts resulted in a stop work order issued on August 18, 1978 and rescinded on October 15, 1978. This resulted in forcing contract work into the late fall as opposed to summer. It is difficult to quantify the precise delays that should be allocated to the cement shortage and to the seasonal impact on the stop work order. However, additional time should be granted for each of these reasons. Eight days of liquidated damages were charged from November 23 to November 31, 1978, at which time the project entered into the no-count period. The seasonal impact delay resulting from exchanging summer weather for fall weather coupled with the cement shortage certainly appears to warrant at least the eight days charged in latter November. It is therefore recommended that this time be returned to the contractor.

The remaining two days of liquidated damages charged under this contract were for work performed in March, 1979. This work could have and should have been accomplished during the no-count time period and hence no time is recommended to offset these two days of liquidated damages.

FHWA concurrence will not be required. A rough draft response to the contractor is attached.

OBJ:fr

Att.

cc: Ed Hardt
Bud Heinz
FHWA

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E—320 (Rev.)—5M—3-60

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date March 10, 19 79

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 135 days, within which to complete our Contract No. 8729, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Cement shortage during mid and late summer prevented our proceeding with the project as planned. Redi mix in short supply and allocated in quantities less than needed to complete on schedule.

Respectfully submitted,

Waybo Inc.
Contractor

By Wayne Farley Pres

---

## CONSENT OF SURETY

Date March 26, 19 79

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ruby M. Cox
Ruby M. Cox
Attorney-in-fact

(SEAL)

No longer required
Resident Agent

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8729 Contractor Waybo, Inc.

Highway East Portland Freeway

Section S. Banfield Intchge (N.E. 99th Ave.)

Kind of Work Grading, Paving & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Cement shortage and utility delays.

Recommended for Approval:

Marvin Croft
Division Engineer

O. B. Jackman
Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8729

Project designation I-205-7(59)310
State-Federal

Date awarded May 4,1978

Work started May 24,1978

Per cent completed 100% 3-2-79
Date

Calendar
No. of Workdays Allowed 125

No. of Workdays Used 135

No. of Added Workdays Requested 10

State Printing 27030

SAFECO

# POWER OF ATTORNEY

FECO INSURANCE COMPANY OF AMERICA
NERAL INSURANCE COMPANY OF AMERICA
HOME OFFICE: SAFECO PLAZA
SEATTLE, WASHINGTON 98185

No. 5423

**KNOW ALL BY THESE PRESENTS:**

That **SAFECO Insurance Company of America** and **General Insurance Company of America**, each a Washington corporation , does each hereby appoint

---------------------------------------RUBY M. COX---------------------------------------

its true and lawful attorney(s)-in-fact, with full authority to execute on its behalf fidelity and surety bonds or undertakings and other documents of a similar character issued in the course of its business, and to bind the respective company thereby.

**IN WITNESS WHEREOF, SAFECO Insurance Company of America** and **General Insurance Company of America** have each executed and attested these presents

this 18th day of October , 1977 .

## CERTIFICATE

Extract from Article VI, Section 12, of the By-Laws of **SAFECO Insurance Company of America** and of **General Insurance Company of America:**

"Article VI, Section 12, — FIDELITY AND SURETY BONDS ... the President, any Vice President, and the Secretary shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the company in the course of its business ... On any instrument making or evidencing such appointment, the signatures may be affixed by facsimile. On any instrument conferring such authority or on any bond or undertaking of the company, the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided, however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

Extract from a Resolution of the Board of Directors of **SAFECO Insurance Company of America** and of **General Insurance Company of America** adopted July 28, 1970:

"On any certificate executed by the Secretary or an assistant secretary of the Company setting out,
(i) The provisions of Article VI, Section 12 of the By-Laws, and
(ii) A copy of the power-of-attorney appointment, executed pursuant thereto, and
(iii) Certifying that said power-of-attorney appointment is in full force and effect,
the signature of the certifying officer may be by facsimile, and the seal of the Company may be a facsimile thereof."

I, Wm. Hammersla, Vice President and Secretary of **SAFECO Insurance Company of America** and of **General Insurance Company of America**, do hereby certify that the foregoing extracts of the By-Laws and of a Resolution of the Board of Directors of these corporations, and of a Power-of-Attorney issued pursuant thereto, are true and correct, and that both the By-Laws, the Resolution and the Power-of-Attorney are still in full force and effect.

**IN WITNESS WHEREOF**, I have hereunto set my hand and affixed the facsimile seal of each corporation

this 26th day of March , 19 79 .

1923

1923

S-974 R5 8/77

PRINTED IN U.S.A.

8729

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>6-137 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Multnomah |
| MODIFICATION NUMBER<br>1 | 4-26-79 | Project Number<br>I-205-7(59)310 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 16, 19 78,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 339,699.00 | $ 347,500.00 |
| Federal funds | $ 313,270.00 | $ 320,464.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include approved additional items and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of April, 1979.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. file

Oregon State Highway Division
Salem, Oregon April 18, 1979

Federal Aid Project
No. I-205-7(59)310

S. Banfield Interchange (N.E. 99th Ave.) Section
East Portland Freeway
Multnomah County

Revised Project Agreement Estimate

Type Code Y050
Frontage Roads (Sta. 299+35)

| | |
|---|---|
| Subtotal of previous estimate of May 31, 1978 | $299,294.50 |

Approved additional items

| | |
|---|---|
| Temporary Illumination by PGE Forces (SFO#1) | $ 283.64 |
| Permanent Illumination by PGE Forces (SFO#2) | 3,240.74 |
| Increase | $ 3,524.38 |
| Subtotal | 302,818.88 |
| Engineering | 44,618.12 |
| Total | $347,500.00 |

Length of Project. . . . . . . . 0.00 mi.

SUMMARY OF FUNDS

| | |
|---|---|
| Federal | $320,464.00 |
| State | 27,036.00 |
| Total | $347,500.00 |

Group 1 - 100%
Contract - 8729
Prefix - 626-1005

8721

STATE COPY

OMB No. 04-R2089

| | | |
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| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-165 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-16-78 | ite Oregon<br>County Multnomah<br>Project No. I-205-7(59)310 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Glisan St. to Multnomah St.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-5-78 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS 92.22%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 339,699.00 | FEDERAL FUNDS<br>$ 313,270.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By
For: H. S. Coulter
Oregon State Highway Engineer
*(Title)*

By __________
__________
*(Title)*

By __________
__________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 16 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon - [illegible] 31, 1978

Federal Aid Project
No. I-205-7(59)310

S. BANFIELD INTCHG. (N.E. 99TH AVE.) SECTION
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code Y050
Frontage Roads (Sta. 299+35)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 5,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 5,000.00 |
| Temporary Signs | 210 sq.ft. | 7.00 | 1,470.00 |
| Temporary Barricades | 28 each | 150.00 | 4,200.00 |
| Flagmen | 400 hours | 17.00 | 6,800.00 |
| Clearing and Grubbing | All Required | | 10,000.00 |
| Removal of Structures and Obstructions | All Required | | 8,000.00 |
| General Excavation | 6,750 cu.yd | 3.60 | 24,300.00 |
| Trench Excavation | 1,365 cu.yd. | 5.50 | 7,507.50 |
| Finishing Roadbed and Slopes | All Required | | 2,000.00 |
| Watering | 130 M-Gal. | 10.00 | 1,300.00 |
| 1"-0 Aggregate Base | 2,950 tons | 6.00 | 17,700.00 |
| Treated Base Mixture | 3,150 tons | 9.45 | 29,767.50 |
| Cement in Treated Base Mixture | 175 tons | 61.00 | 10,675.00 |
| Class "B" Asphalt Concrete Mixture | 2,550 tons | 12.00 | 30,600.00 |
| Asphalt Cement in Mixture | 170 tons | 74.00 | 12,580.00 |
| Concrete in Walls | 50 cu.yd. | 160.00 | 8,000.00 |
| Reinforcement in Walls | 1,675 lbs. | 0.50 | 837.50 |
| 24 Inch Culvert Pipe | 80 lin.ft. | 25.00 | 2,000.00 |
| 8 Inch Sewer Pipe | 510 lin.ft. | 7.50 | 3,825.00 |
| 12 Inch Sewer Pipe | 1,625 lin.ft. | 9.00 | 14,625.00 |
| 15 Inch Sewer Pipe | 480 lin.ft. | 12.00 | 5,760.00 |
| Extra for Pipe Under Pavement | 94 lin.ft. | 10.00 | 940.00 |
| Concrete Manholes | 8 each | 1,500.00 | 12,000.00 |
| Concrete Inlets, Type CG-1 Modified | 4 each | 600.00 | 2,400.00 |
| Concrete Inlets, Type P Modified | 16 each | 500.00 | 8,000.00 |
| CL-4R Chain Link Fence | 400 lin.ft. | 4.77 | 1,908.00 |
| Concrete Walks | 2,460 sq.yd. | 9.90 | 24,354.00 |
| Concrete Driveways | 460 sq.yd. | 13.00 | 5,980.00 |
| Concrete Curbs | 130 cu.yd. | 93.00 | 12,090.00 |
| Extra for Asphalt Approaches | 5 each | 85.00 | 425.00 |
| Pole Foundations | All Required | | 3,500.00 |
| Roadway Lighting Poles and Bracket Arms | All Required | | 5,000.00 |
| Luminaires and Ballasts | All Required | | 1,600.00 |
| Conduit, Wiring, Lamps, Etc. | All Required | | 7,150.00 |
| | | | $ 297,294.50 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | $ 1,000.00 |
| Temporary Erosion Control (E.W.) | All Required | 1,000.00 |
| | | $ 2,000.00 |
| | Subtotal | $ 299,294.50 |
| | Engineering (13.5%) | 40,404.50 |
| | Total | $ 339,699.00 |

Length of Project: 0.00 Miles

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Permanent Signing | All Required | $ 800.00 |
| Permanent Illumination | All Required | 10,000.00 |

| | |
|---|---|
| Federal Funds (92.22%) | $313,270.00 |
| State Funds | 26,429.00 |
| Total | $339,699.00 |

Group 1 - 100%
Contract No. 8729
Prefix 626-1005

8729

I-205

Salem, Oregon
April 19, 1979

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Roy T. Heinz
Resident Engineer

S. Banfield Interchange
(N.E. 99th. Ave.) Section
East Portland Freeway
Multnomah County

It appears from reading your "As Constructed Narrative" that the job went reasonably well after the utility companies got out of the contractor's way. The 65-day delay due to utility relocations was quite a setback to completing the project in good weather and on time.

In looking over the quantities, I notice generally that our estimates were fairly close. The aggregate base quantity was poorly estimated, though with a 41% overrun.

FE:mw
cc: Ed Hardt

Versteeg
Anderson
Christensen
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
APR 19 1979
ROAD DESIGN
SECTION

file

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8729 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION<br>S. Banfield Intchge<br>(N.E. 99th Ave.) | WEEK ENDING Apr. 7,1979<br>SECTION PREFIX 626-1005 |
| | HIGHWAY East Portland Freeway | COUNTY Multnomah |
| NAME OF JOB S. Banfield Intchge (NE 99th Ave.) | KIND OF WORK Grading, Paving & Illumination | |
| CONTRACTOR Waybo, Inc. | CONTRACT NUMBER 8729 | FEDERAL AID PROJECT NUMBER I-205-7(59)310 |
| DATE OF CONTRACT May 4,1978 | DATE WORK STARTED May 24,1978 | XXXXXX COMPLETION DATE March 2,1979 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 125 | WORK DAYS USED<br>CALENDAR DAYS USED 135 |
| PROJECT AUTHORIZATION: $ 351,957 | SPECIFIED COMPLETION DATE - | PERCENT OF TIME ELAPSED 108 |
| EXCLUSIVE OF ENGINEERING: $ 324,049 | ENGINEERING AUTHORIZATION $ 27,909 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 307,830 | ENGINEERING COST TO DATE $ 39,300 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED PERCENT XXXXXX UNDERRUN 9 % | PERCENT OF AUTHORIZATION 141 % | DATE PROJECT WAS COMPLETED: March 2,1979 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | XXXXXX | Illum. | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | 100 | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.33 | 0.41 | | 0.41 | |
| MILES PARTIALLY COMPLETED | 0 | 0 | | 0 | |
| MILES COMPLETED | 0.33 | 0.41 | | 0.41 | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 6,750 CY | 6,100 T | | 2,550 T | |
| TOTAL QUANTITIES CORRECTED TO DATE | 6,568 CY | 7,222 T | | 2,670 T | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 6,568 CY | 7,222 T | | 2,670 T | |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | 0 | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | 0 | |
| NUMBER OF SHIFTS PER DAY | 0 | | | | |
| HOURS PER SHIFT | 0 | | | | |

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | N/A | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 1 | Rain | 0 | 0 | |
| MONDAY 2 | Showers | 0 | 0 | |
| TUESDAY 3 | Cloudy | 0 | 0 | |
| WEDNESDAY 4 | Cloudy | 0 | 0 | |
| THURSDAY 5 | Fair | 0 | 0 | |
| FRIDAY 6 | Cloudy | 0 | 0 | |
| SATURDAY 7 | - | 0 | 0 | |

RECEIVED
APR 9 1979
CONSTRUCTION BRANCH

Keesey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY<br>Apr 1 | No activity. |
| MONDAY<br>Apr 2 | No activity. |
| TUESDAY<br>Apr 3 | No activity. |
| WEDNESDAY<br>Apr 4 | Semi final estimate sent to Region today. |
| THURSDAY<br>Apr 5 | |
| FRIDAY<br>Apr 6 | |
| SATURDAY<br>Apr 7 | |

## REMARKS

Summary: Semi final estimate submitted to Region, 4-4-79. This is final Weekly Report.

SIGNED Roy T. Heinz
Roy T. Heinz, Res. Eng'r
LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8729

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAR 29 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE: March 13, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

R D Church for

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-205-7(59)310

Contract 8729, Work Completed March 2, 1979

Project S. Banfield Intch. (NE 99th Ave.)

Highway East Portland Freeway

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 3-12-79

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
MAR 15 1979
OREGON

Keasey — RECEIVED — Richards
Jackmond — Berg
Hopkins — MAR 28 1979 — Inloes
Williams — Widmer
Johnson — CONSTRUCTION BRANCH — Gebauer
Glenn — Church

Form 81-734-3122 (Rev. 7-77)

3727

I-205-40

**STATE OF OREGON**

**INTEROFFICE MEMO**

Metro Technical Services
DEPT.

238-8231
TELEPHONE

TO: HAL VERSTEEG
Design Engineer

DATE: March 5, 1979

FROM: MAX KLOTZ
Metro Technical Services Engineer

SUBJECT: South Banfield Staging

1 Versteeg ✓
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
MAR 07 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Herewith data for stage construction of the Banfield Freeway portion of I-205 at the south Banfield interchange.

Alignment for the Stage II Detour, the temporary connection to Multnomah Street, and the westerly connection to the Existing Banfield have been projected only. If this staging meets with your approval please inform us and we will coordinate these lines.

Two options are shown for handling "EB" exit ramp traffic during reconstruction of existing ramp.

Option 1 - Surface "ES" & "EG" ramp to Glisan Street and provide permanent traffic signalization on Glisan Street. This ramp could then be closed or remain open after reconstruction of existing ramp.

Option 2 - Provide temporary exit ramp to Multnomah Street with temporary traffic signal at 102nd & Multnomah.

Staging work is as follows:

Stage I -
Close "WB" Exit Ramp to 82nd Ave. Revise signing accordingly
Drainage through undercrossing Str. & x-ings to Existing Pavement
Grading & Paving adjacent to Banfield west of I-205 (primarily embankment)
Retaining walls along R.R. & Hassalo Street.

Stage II -
Remove existing 82nd Exit Ramp O-Xing Structure
Grade & Pave
Extend x-pipes
Construct footings between "Banfield" & "SW" Lines for "NW" Ramp & Future Mass Transit Structures.

Stage III -
Close ER Ramp, open Alternate
Grade & Pave "ER" Ramp, 99th Ave. & Adjacent to Banfield East of I-205 (Primarily Excavation).
Drainage
Construct "NW" Ramp Structure over Banfield & Footing for Mass Transit Structure at Banfield ℄.
Re-open E.R. Ramp

Stage IV -
Embankment over Original "WB"
Remove Temp. Widening & Connection to Multnomah Street
& Temporary Signal at 102nd & Multnomah.

DF:KDL/pq

| | | |
|---|---|---|
| Enclosures: | 4 Rolls | Staging |
| | 1 Roll | Typicals |

#7729

# STATE COPY

11-15-78

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

cc: State (H. S. Coulter)

## INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>11-15-78 | INSPECTION MADE BY<br>C. T. Christianson, Area Engineer | | PROJECT NO.<br>I-205-7(59)310 |

**IN COMPANY WITH** Marian Craft, Reg. Construction Engr., OSHD; and Wendell Stanley, Asst. Resident Engineer, OSHD

**LOCATION**
On 99th Ave. between Gateway Shopping Center & Glisan St., immediately east of I-205

**CONTRACTOR NAME AND ADDRESS**
WAYBO, Inc., Portland, Oregon

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>5-4-78 | CONTRACT AMOUNT<br>$297,294.50 | TIME ALLOWED<br>125 cal. wk. days | TIME STARTED<br>5-17-78 | WORK STARTED<br>5-24-78 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Unsatisfactory | TIME ELAPSED<br>91% | WORK COMPLETED<br>67% | |

**REMARKS**

11-29
cy Keasey

### N.E. 99th AVENUE SECTION
### S. BANFIELD INTERCHG.-E. PORTLAND FREEWAY
### Grading, Paving and Illumination

The purpose of this project was to reconstruct 99th Avenue to restore circulation in this area that currently uses 96th Avenue, which will be closed because of interchange ramp construction on I-205.

This inspection covered a field review of construction operations underway at the time and a review of project documents covering construction quality controls. It was found that no problems have been encountered with materials or workmanship on work performed to date.

Clearing, grading, and drainage work have been essentially completed and the mainline 99th Avenue work has the complete base material placed and approximately one-half of the illumination work has been completed. Work remaining to be done includes base placement on both ends of the project at the intersection areas with existing streets, completion of sidewalk and illumination work and paving of the entire project.

The work has fallen considerably behind schedule and it is expected that the contractor will request a contract time extension. Considerable delays to construction operation have been caused by water line adjustment work by the Hazelwood Water District. Construction delays have also been caused by relocation of telephone facilities along this street.

At the time of this inspection the Hazelwood Water District was working

continued.....

on repairing water lines and completing their adjustment work in connection with this project. The contractor was pouring sidewalk on the northerly end of the project. Workmanship on this project to date is excellent.

RECEIVED
STATE HWY ENGR
NOV 29 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

#8729 11-15-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINIST ION

## LETTER OF APPROVAL D/OR AUTHORIZAT N

FEDERAL AID PROJECT NO. I-205-7(59)310

STA ROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80134

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 4-5-78

DATE AUTHORIZATION EFFECTIVE 8-4-78

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

**GENERAL LOCATION:**

South Banfield Interchange (N.E. 99th) Ave.

**GENERAL DESCRIPTION OF WORK:**

Permanent Illumination by PGE Forces

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Keasey's letter of 8-15-78, this will confirm the advance authorization date of 8-4-78, to proceed with the above work as being in the public interest under the provisions of FHPM 6-4-1.14 para. 5b on an actual cost basis estimated to be $3,240.74. Provision of FHPM 1-7-2 apply to this authorization (SFO #2).

NOTED
F. B. KLABOE

DATE 11-15-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

2729 11-15-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINIST TION

# LETTER OF APPROVAL D/OR AUTHORIZAT N

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO.<br>ITEM NO. 80134 | FEDERAL AID PROJECT NO. I-205-7(59)310<br>STA ROJECT NO. See below<br>COUNTY NAME Multnomah<br>PROGRAM STAGE (Check) ☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>4-5-78 | DATE AUTHORIZATION EFFECTIVE<br>7-7-78 | FEDERAL ROUTE NUMBER Interstate 205<br>STATE ROUTE NUMBER Primary 64 |

GENERAL LOCATION:

South Banfield Interchange (N.E. 99th Ave.)

GENERAL DESCRIPTION OF WORK:

Temporary Illumination by PGE Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/~~OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 7-11-78, this will confirm the advance authorization date of 7-7-78 to proceed with the above work as being in the public interest under the provisions of FHPM 6-4-1.14 para. 5b on an actual cost basis estimated to be $283.64. Provisions of FHPM 1-7-2 apply to this authorization (SFO #1).

NOTED
F. B. KLABOE

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-15-78 | G. K. Hoss | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8729

8

ROBERT W. STRAUB
GOVERNOR

## Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 23, 1978

Waybo, Inc.
7500 N.E. Killingsworth
Portland, OR 97218

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8729 for work on the S. Banfield Interchange (N.E. 99th Avenue) Section of the East Portland Freeway in Multnomah County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Roy T. Heinz
L. E. George

8729

bc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Roy T. Heinz
L. E. George
SAIF
Fran

May 5, 1978

Waybo, Inc.
7580 N.E. Killingsworth
Portland, OR 97218

Gentlemen:

The Oregon Transportation Commission on May 4, 1978, accepted your proposal for work on the S. Banfield Interchange (N.E. 99th Avenue) Section of the East Portland Freeway in Multnomah County for the sum of $297,294.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8729.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 17, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8729

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 11, 1978

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 27, 1978 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 27 on the following projects:

1. SW Pine St-SW Madison St (Portland)
   FAP No. M-000C(4)
   Multnomah County

   Traffic signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pudding River (Red) Bridge
   Arndt Road
   Clackamas and Marion Counties

   Structure and approaches.

   Roadway construction incidental to structural construction. Eight-foot shoulders being constructed on this project.

3. Ski Bowl Frontage Road-Summit Meadow Road and
   Warm Springs Intchge-Salmon River Curves
   Mt. Hood and Warm Springs Highways
   Clackamas County

   Paving

   Because of a lack of demonstrated need, a bikeway is not being established at this time.

   Variable 4- to 9-foot shoulders will be provided on the Mt. Hood Highway and 8-foot shoulders will be provided on the Warm Springs Highway.

4. Coos Bay (McCullough) Bridge
Oregon Coast Highway
Coos County

Painting.

Same as No. 1.

5. Old Coast Highway-Boat Basin Road
Lower Harbor County Road
Curry County

Grading and paving.

Curry County will sign and stripe as a Class III bikeway.

6. Sisters Jct-E 1st St (Bend)
The Dalles-California Highway
Deschutes County

Grading and paving.

Four-foot shoulders provided on this project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. NE Diamond Lake Blvd-SE Washington Ave (Roseburg)
Oakland-Shady Highway
Douglas County

Grading, paving, signals.

Seven-foot sidewalks with curb cuts to be provided on this project.

8. Condon Rock Production
John Day Highway
Gilliam County

Aggregate crushing.

Same as No. 1.

9. Dayville Rock Production
John Day Highway
Grant County

Aggregate crushing.

Same as No. 1.

10. Main St at Canyon Blvd (John Day)
John Day Highway
Grant County

Traffic signals.

Same as No. 1.

11. S Ashland Intchge-California State Line
Pacific Highway
Jackson County

Paving.

Same as No. 1.

Ten- to 14-foot "shoulders" provided on this section.

12. Grandview Drive & Wimer St (Ashland)
City Streets
Jackson County

Grading and paving.

Twenty-eight-foot curbed section.

Same as No. 6.

13. Wolf Creek Tavern State Wayside
Josephine County

Grading, paving and sewers.

Same as No. 1.

14. Armitage State Park
Lane County

Buildings.

Same as No. 1.

15. Pacific Blvd-Goldfish Farm Road (Albany)
Santiam Highway
Linn County

Grading and paving.

The portion of this project easterly of the I-5 interchange will be striped and signed as a bikeway at a later date.

16. Upper Calapooia River Bridge
Calapooia River Road
Linn County

Grading and structure.

Four-foot shoulders provided on this section.

Same as No. 6.

17. Crooked Creek
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

18. Hot Springs Road-McDermitt
I.O.N. Highway
Malheur County

Paving.

Four-foot shoulders provided on this section.

Same as No. 3.

19. S Banfield Intchge (NE 99th Ave)
East Portland Freeway
Multnomah County

Grading and paving.

Eight-foot sidewalks with curb cuts provided on this section.

20. Pendleton-John Day Hwy @ SW Hailey Ave (Pendleton)
Umatilla County

Traffic signals.

Same as No. 1.

21. Meacham Rock Production
Old Oregon Trail Highway
Umatilla County

Aggregate crushing.

Same as No. 1.

22. Shaniko Rock Production
Shaniko-Fossil Highway
Wasco County

Aggregate crushing.

Same as No. 1.

23. I-5 @ Nyberg Intchge
Pacific Highway
Washington County

Traffic signals.

Same as No. 1.

24. Tualatin Valley Highway @ SW 209th Avenue
Washington County

Traffic signals.

Same as No. 1.

25. Mortimore Ranch-John Day Highway
FAS B551,
Wheeler County

Grading and surfacing.

Twenty-six-foot gravel roadway.

Same as No. 3.

26. Mountain Creek
Ochoco Highway
Wheeler County

Grading, paving and drainage structure. Culvert replacement.

Same as No. 1.

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8729 4-5-78 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | |
|---|---|
| FEDERAL AID PROJECT NO. | I-205-7(59)310 |
| STATE PROJECT NO. | See Below |
| COUNTY NAME | Multnomah |
| PROGRAM STAGE (Check) | ☐ 1. ☐ 2. |

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | ITEM NO.<br>80134 |

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 4-5-78 | 4-5-78 | Interstate 205 | Primary 64 |

GENERAL LOCATION:

"South Banfield Interchange (NE. 99th Avenue) Section"

GENERAL DESCRIPTION OF WORK:

Frontage Roads

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (SF) $1,000
Temporary Erosion Control (EW) $1,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $370,020, Federal funds $341,306.

A signed copy of the Title Sheet is returned herewith.

NOTED
KLABOE

Swan
[illegible]
4-10

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4-5-78 | G. K. Hosmer | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9129

I-205-90

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR ~~2-24-78~~ 3-30-78

Donald

~~3-13-78~~ 4-27-78 Bid Letting ____________ All Clear Deadline

SECTION S. Banfield Int. (NE 99th Ave.)
Highway E. Portland Freeway
County Multnomah Region M
Type of Work G-P Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ☐ | ☒ | ☒ | ☒ | ☒ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

8729 1-205-40

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

March 1, 1978

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: J. H. Versteeg
Head of Engineering
Engineering Section

SUBJECT: Noise Study Report
99th Avenue Section
East Portland Freeway
Multnomah County

The noise study report for the referenced project cannot be completed prior to the scheduled contract letting and the project will need to be delayed.

Environmental staff completed an analysis of the job in late January and submitted a copy of the analysis and recommended mitigation to A. D. Olson for an engineering analysis of the feasibility and cost of mitigation. The response was received in mid-February, a week prior to the clearance deadline. Most unfortunately, the memo from Olson did not discuss the engineering parameters we needed to complete the FHPM 7-7-3 noise study report.

FHPM 7-7-3 requires the noise study to detail proposed noise abatement measures including their design details, anticipated effectiveness and estimated costs and benefits. The environmental section is dependent upon road design to furnish this information before we can complete the noise study report prior to PS&E approval.

In addition, we cannot agree with the rationale for non-mitigation offered in the February 14 memo. While interpretation of FHPM 7-7-3 is open to question in many instances, it clearly states that partial mitigation should be fully explored and utilized where feasible. Furthermore, the design noise level to be achieved $L_{10}$ 70 dBA or lower is to be applied to the existing use and not to the zoned or anticipated future land use.

We request therefore, that the noise abatement measures proposed for this project be analyzed for feasibility and cost and that future concerns with the appropriateness of mitigation be discussed between our staffs and not made the reply to our request for engineering detail.

GAP:PD:ss

1 Versteeg ✓
copy Christensen
George
2 Olson COD.
Terpin
copy Sullivan
Scott
Savage

RECEIVED
MAR 01 1978
ENGINEERING SECTION

JH copy Trout
Do Not File ☐
Return To
Bring Up / /
Action

Salem, Oregon
February 14, 1978

A. D. Olson
Preliminary Design Engineer

Gary Potter, Manager
Environment Section

Noise Study Report
99th Avenue Section
East Portland Freeway (I-205)
Multnomah County

The noise report indicates that improvement of 99th Avenue from a narrow two lane local access street to a 48' curbed through street will raise noise from the existing level of 48 dBA $L_{10}$ to 73 dBA $L_{10}$ when the street and freeway are both constructed. This is a major increase in noise for the eight existing houses that are along 99th and away from the intersection with Glisan. This is above the federal guideline level. A wall could be provided to reduce noise levels at two of the houses, primarily in the yards between the two residences. Some protection would also be provided for the houses.

The wall would give a noise increase of 18 dBA for the yards as opposed to 25 dBA without the wall or a reduction of 7 dBA. The reduction for the houses would probably be only two or three dBA which is considered imperceptable.

The wall would only be possible for two of the eight houses because of the location of driveways.

The area around these properties is in transition to commercial or multiple dwellings. That, plus the increase in noise will probably accelerate a change in use of the properties along this street.

For the above reasons it would not seem appropriate to construct a sound wall at this location.

ADO:jh
cc: E. S. Hunter
R. N. Bothman

8729

I-205-40

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78

Donald L

9-23-78 Bid Letting ______________ All Clear Deadline

SECTION S. Banfield Int. (NE 99th Ave.)
Highway E. Portland Freeway
County Multnomah Region M
Type of Work G-P Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | ☐ | ☒ | ☒ | ☒ | ☒ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |
| **PERMITS:** | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| **CULTURAL:** | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |
| **NOISE:** | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

R/W Not Clear
Rescheduled for April

8729

Attach #8

S. Banfield

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:
1-205-40

Salem, Oregon
February 17, 1978

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Duane Company File 45911
(Fred Meyer)
99th Avenue Section
East Portland Freeway (I-205)
Multnomah County

The above file has been under discussion for some time in regard to providing drainage for a 13 acre unimproved area east of 99th and south of Multnomah. The computed quantity of water that would run off from this area using procedures similar to those in our Hydraulics Manual would be 13 cfs.

There has been a combination of misunderstandings related to the original concept of providing service to the entire area (when the County was a partner in the storm sewer) as well as the question of the intent of the capacity calculations set out in the Hydraulics Manual. At present the consensus of the people involved with the negotiations is that a stub line adequate to take 13 cfs has been promised the Fred Meyer representatives, whether there is justification for providing it or not.

We presently have basic agreement on the property needed from Fred Meyer, based on providing this stub, at around $1,200,000. Jack Sollis guesses that to withdraw the stub would mean that we would have to go to condemnation, get new property estimates since ours are getting out of date and probably have an increased cost for property and legal fees of $200,000. The increased construction cost of providing such a stub and increasing the capacity of the line from this point to the main sewer has been estimated at approximately $10,000.

We do not believe that there is an obligation for the State to provide the drainage facility in question; however, the time and added costs anticipated if it is not provided are such that it is recommended that it be included as part of the right-of-way settlement.

ADO:jh

Hunter gave to R/W —
R/W returned to Design
ADO.

___Versteeg___
___Christensen___
___George___
1 Olson ADO
___Terpin___
___Sullivan___
___Scott.___
___Savage___

RECEIVED
MAR 02 1978
ENGINEERING SECTION

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

**STATE OF OREGON**
DEPARTMENT OF TRANSPORTATION

**INTEROFFICE MEMO**
Metropolitan Branch

TO: J. H. VERSTEEG, Head
Engineering Section

DATE: February 8, 1978

FROM: KEN D. LIMBOCKER
Design Engineer

SUBJECT: Drainage - Gateway

1 Versteeg
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 09 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

November 11, 1977 a meeting was held with representatives from Fred Meyer, Inc., Steve McNab, Gene St. Clair, Paul Hailey, and myself regarding the drainage of the Gateway area. The state's proposed policy of restricting upstream flow to a state system was explained by McNab. Fred Meyer, Inc. was requested to prepare and transmit to the state a plat map and drainage computations for the total area as it exists to date.

The above data was received by the state and sent to Steve McNab for review. McNab came to Portland and met with Paul Hailey and myself regarding Fred Meyer's computations. McNab indicated he was in basic agreement with Fred Meyer's figures and,according to state policy, that the following provisions would be approved by this office:

1. All water coming from the developed area (north of Multnomah and east of 96th Avenue) would be accepted by the state

2. All water coming from that area westerly of relocated 96th Avenue would be provided for by the state due to undefined development planned by Tri-Met and

3. The computed quantity of 13 CFS from the undeveloped section between Multnomah and Pacific easterly of 96th Avenue would be provided for in the state system. Retention basins of some nature would be provided by Fred Meyer, Inc. at the time of development of this parcel.

McNab was to work with Jack Sollis in the preparation of a policy definition to be appended to the option for this property.

Gene St. Clair and I met with representatives of Fred Meyer, Inc. and explained the above provisions and limitations and received their verbal concurrance.

The right-of-way negotiation is proceeding on this basis and basic agreement has been reached.

There appears to be some question as to the quantity of water computed for the undeveloped section of the Gateway property. The computation is in conformance with the state's standard procedure and is the same for the entire corridor. Since the geologic formation is the same through this area, the assumption that the 13 CFS is invalid would indicate that the entire corridor is erroneously computed.

ja
cc: Steve McNab Gene St. Clair

81-125-1987

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

5821 NE Glisan St., Portland 97213

DATE February 7, 1978

TO KEN LIMBOCKER
Metro Design Engineer

St Clair

FROM GENE ST. CLAIR
Asst. Metro R/W Supervisor

SUBJECT Storm Sewer Agreement - Fred Meyer
File No. 45911
NE Sandy Blvd.-NE Glisan St.
East Portland Freeway

My records indicate that a meeting was held on November 11, 1978, to discuss a proposed connection to the new storm sewer by Fred Meyer. In attendance was Roy Whitman, John Block, Steve Gale and Steve Tubbin of Fred Meyer, Ken Limbocker, Steve McNab, Paul Hailey and Gene St. Clair of ODOT. At this meeting Mr. McNab explained the intent of the State to arrive at a uniform policy for run-off storm water. It was agreed mutually that Fred Meyer would provide data to the State regarding their existing facilities as well as their proposed expansion in relation to existing and proposed future storm sewer run-off.

On January 4, 1978, my records indicate that I asked you the progress of a storm sewer agreement and you indicated that Fred Meyer had submitted the data and that said data had been sent to Steve McNab.

The last meeting was on January 26, 1978, with Roy Whitman, John Block, yourself and me at Fred Meyer's office. At this meeting you made a proposal to Fred Meyer regarding the amount of storm water the Sate would take within the new system. This proposal was agreeable to Mr. Whitman.

GSC:jb

STATE OF OREGON                INTEROFFICE MEMO

TO: A.D. Olson
Preliminary Design Engineer

DATE: December 30, 1977

FROM: K.D. Limbocker
Metro Design Engineer

SUBJECT: Run-off Calculations
Duane Co. (Fred Meyer)

Herewith the runoff computations for the Fred Meyer property at Gateway. Please run this through Steve McNab for his concurrence and recommendations.

js

I find this hard to believe – [illegible] presently running off this area, onto a future R/W (that was what they were supposed to be circulating or meaning ~~[illegible]~~ for Steve)
ADO.

RECEIVED
JAN 03 1978
ENGINEERING SECTION

___Versteeg___
___Christensen___
___George___
1 Olson ADO
___Terpin___
___Sullivan___
___Scott___
___Savage___

___Trout___
Do Not File ☐
Return To___
Bring Up___/___/___
Action___

Copy to McNab for comments. –
ADO

81-128-1387

**Fred Meyer**
Shopping Centers
3800 southeast twenty-second avenue, p.o. box 42121, portland, oregon 97242 • telephone 235-8844 area code 503

Date 12/23/77
Job No.
Job Name GATEWAY
Job Address 10000 N.E. HALSEY
PORTLAND, OR 97220

To: OREGON DEPARTMENT OF TRANSPORTATION
5821 N.E. GLISAN
PORTLAND, OR 97213
Attention K.D. LIMBOCKER

We are ☒ Enclosing ☐ Returning ☐ Sending under separate cover

☐ Shop drawings
☐ Change request
☐ Fixture layout
☐ Prints
☐ Copy of letter
☒ PLAN OF STORM RUNOFF
☐ Purchase order modification
☐ Plans
☐ Specifications

| Copies | Dated | Rev. No. | Description |
|---|---|---|---|
| 1 | 12/23/77 | | GATEWAY FRED MEYE / EXISTING STORM RUNOFF |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

If material received is not as listed above, please notify us at once.

These are transmitted as checked below:

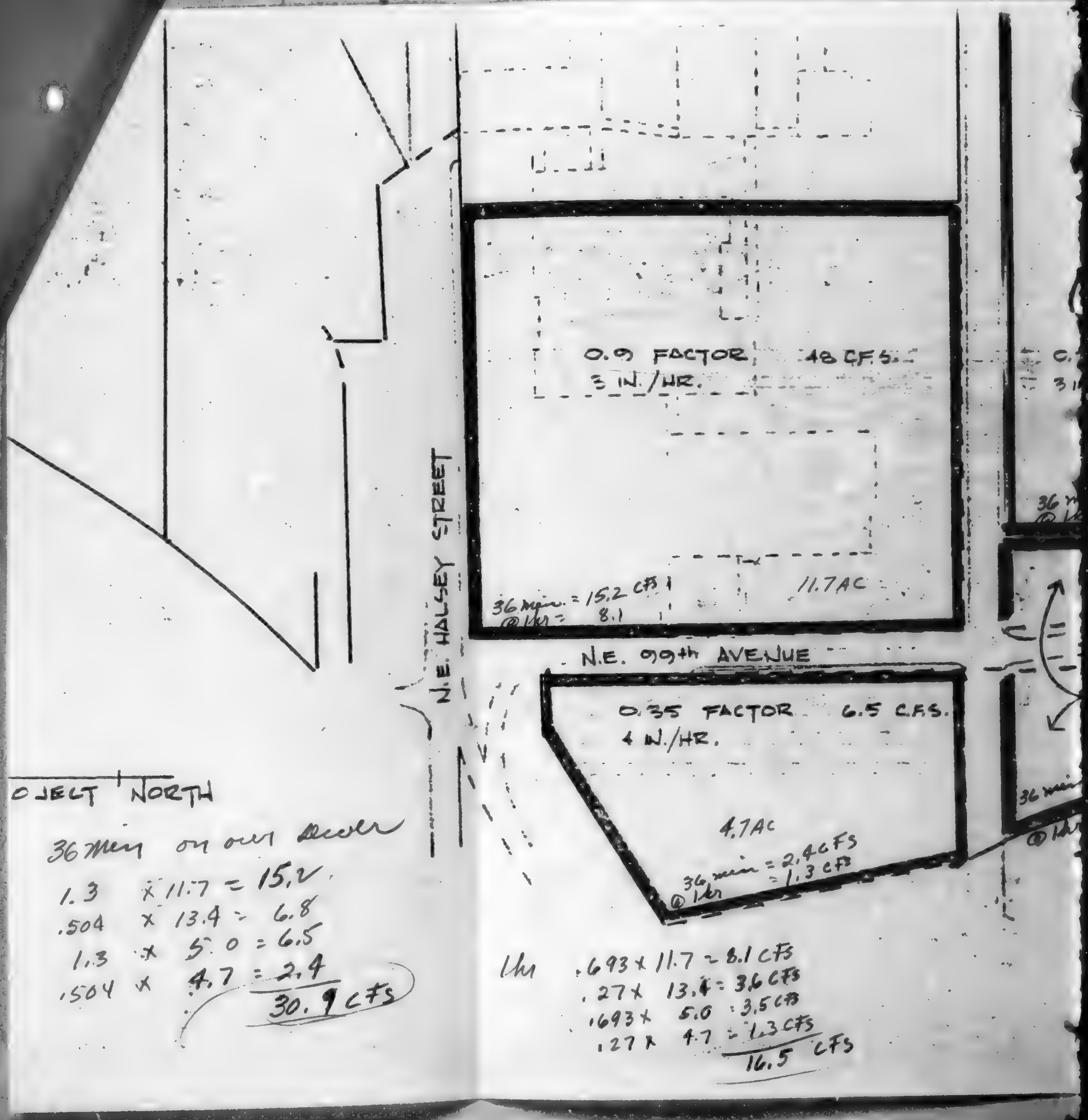
☐ For approval
☐ For price
☒ As requested
☐ For review and comment
☐ For bids due ______
☐ Approved as submitted
☐ Approved as noted
☐ Returned for corrections
☒ For your use
☐ Resubmit ___ copies for approval
☐ Submit ___ copies for distribution
☐ Return ___ corrected prints
☐ ______

Remarks INFORMATION PROVIDED WAS CALCULATED BY JOHN McDONALD ENGINEERING. 774-0077

Copy To: FILE

Signed: Stephen A. Tatlin

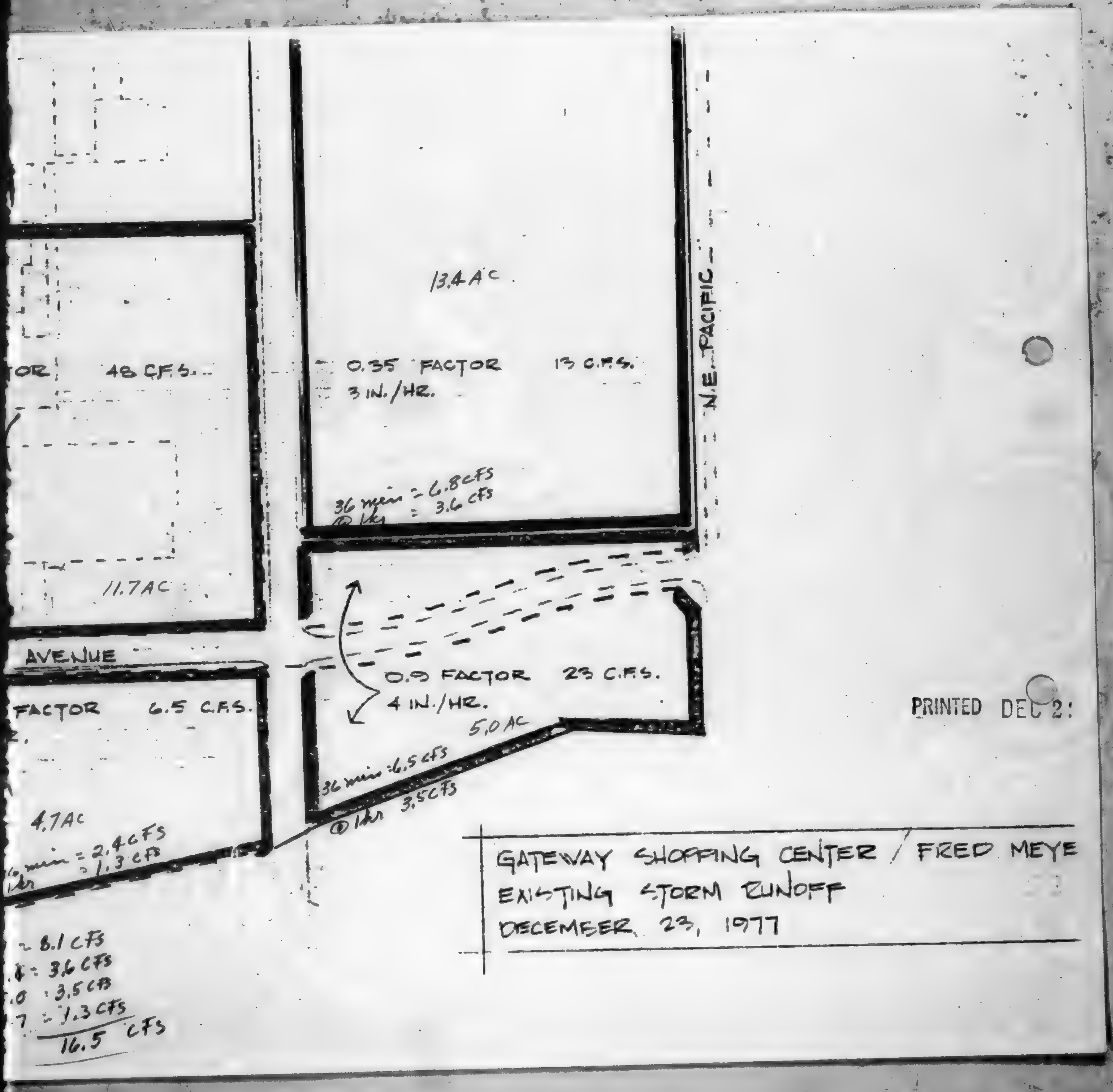
M-1322


N.E. HALSEY STREET
N.E. 99th AVENUE
0.9 FACTOR 48 C.F.S.
3 IN./HR.
11.7AC
36 min. = 15.2 CFS
@ 1hr = 8.1
0.35 FACTOR 6.5 C.F.S.
4 IN./HR.
4.7AC
36 min = 2.4 CFS
@ 1hr = 1.3 CFS
36 min
@ 1hr
OJECT NORTH

36 min on our drain

1.3 x 11.7 = 15.2
.504 x 13.4 = 6.8
1.3 x 5.0 = 6.5
.504 x 4.7 = 2.4
30.9 CFS

1hr .693 x 11.7 = 8.1 CFS
.27 x 13.4 = 3.6 CFS
.693 x 5.0 = 3.5 CFS
.27 x 4.7 = 1.3 CFS
16.5 CFS


13.4 AC
0.35 FACTOR 13 C.F.S.
3 IN./HR.
36 min = 6.8 CFS
@ 1hr = 3.6 CFS
N.E. PACIFIC
TOR 48 C.F.S.
11.7 AC
AVENUE
FACTOR 6.5 C.F.S.
0.9 FACTOR 23 C.F.S.
4 IN./HR.
5.0 AC
36 min = 6.5 CFS
@ 1hr 3.5 CFS
4.7 AC
min = 2.4 CFS
= 1.3 CFS
1hr
= 8.1 CFS
.8 = 3.6 CFS
.0 = 3.5 CFS
.7 = 1.3 CFS
16.5 CFS

PRINTED DEC 2

GATEWAY SHOPPING CENTER / FRED MEYE
EXISTING STORM RUNOFF
DECEMBER 23, 1977

FORM 2-30

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE
5821 NE Glisan St., Portland 97213

DATE October 3, 1977

TO KEN LIMBOCKER
Metro Design Engineer

St Clair

FROM GENE ST. CLAIR
Asst. Metro R/W Supervisor

SUBJECT Duane Company - Acquisition of Real Estate and
Storm Sewer Connections
File No. 45911
East Portland Freeway

The Metro Right of Way Section initiated negotiations to acquire the required real estate from Duane Company on September 6, 1977. On September 22, 1977, the Attorney Mr. Jeff Alden, representing Duane Company, made a counter proposal. This proposal consisted of the following three items:

1. Duane Company would agree to sign an option at $57,000 in addition to the State's offer.
2. Duane Company be allowed to connect to the State's storm sewer system.
3. Duane Company needed a letter from the State stating that the acquisition for the property was under the threat of condemnation.

The matter of the storm sewer was presented to you by memo dated October 22, 1977. Upon your instructions I presented to Mr. Alden an amount of $140,000 for the storm sewer connection and told him that this was a firm figure and not negotiable.

By advice from Jack Sollis, I informed Mr. Alden this date that the matter of the storm sewer was of statewide concern and that we must treat it as a separate item and could not include it within our option agreement. Mr. Alden stated that they had discussed the matter this morning and that in their mind the acquisition of the realty and storm sewer connection was one single matter. Mr. Alden related the following proposal and items:

1. They agree that no commitments had been made prior to this time regarding the storm sewer connection but had been assured verbally that they could connect.
2. They do not question the 28 C.F.S.
3. They did expect to pay for the connection.
4. They relate the drainage of their remaining property to the value of same. Their first counter proposal was based upon advice from their appraiser, Mr. R. J. Frank, with the assumption that there would be a connection to the State's storm sewer system. Upon further advice from Mr. Frank the cost to cure the drainage to their remaining property would affect his value estimate if there was no connection.
5. Mr. Alden then stated that their new proposal is that Duane Company will waive the demand of $57,000 over the State's offer for the real estate if they can have the storm sewer connection at no charge. If the agreement for the storm sewer is firm at $140,000, then they must have $140,000 more for their real estate.

From this proposal it is obvious that Duane Company will not divorce the two transactions and that an agreement for the storm sewer will have to be made to secure a real estate agreement.

Mr. Alden further related that in the State of Washington they settled a real estate agreement with a provision for a storm sewer connection at no charge to Fred Meyer's Inc.

Mr. Alden also stated that they wanted two storm sewer connections: one at 99th and Multnomah and the other at a point inside the most westerly point of the old Gill property. I assured him that assuming there would be an agreement for the storm sewer connection that the engineers of Fred Meyer and the State would work out the details of the connection. He agreed.

I have discussed this matter with Jack Sollis.

GSC:jb

cc Jack Sollis

8729

1-205-40

Salem, Oregon
February 14, 1978

ADOlson
A. D. Olson
Preliminary Design Engineer

Gary Potter, Manager
Environment Section

Noise Study Report
99th Avenue Section
East Portland Freeway (I-205)
Multnomah County

The noise report indicates that improvement of 99th Avenue from a narrow two lane local access street to a 48' curbed through street will raise noise from the existing level of 48 dBA $L_{10}$ to 73 dBA $L_{10}$ when the street and freeway are both constructed. This is a major increase in noise for the eight existing houses that are along 99th and away from the intersection with Glisan. This is above the federal guideline level. A wall could be provided to reduce noise levels at two of the houses, primarily in the yards between the two residences. Some protection would also be provided for the houses.

The wall would give a noise increase of 18 dBA for the yards as opposed to 25 dBA without the wall or a reduction of 7 dBA. The reduction for the houses would probably be only two or three dBA which is considered imperceptable.

The wall would only be possible for two of the eight houses because of the location of driveways.

The area around these properties is in transition to commercial or multiple dwellings. That, plus the increase in noise will probably accelerate a change in use of the properties along this street.

For the above reasons it would not seem appropriate to construct a sound wall at this location.

ADO:jh
cc: E. S. Hunter
R. N. Bothman

✓ Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
FEB 14 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

South Banfield Interchange (N.E. 99th Ave.) Section
East Portland Freeway
Multnomah County

The N.E. 99th Avenue Project is part of the I-205 South Banfield Interchange Construction Section. This project will widen the existing portion of N.E. 99th Avenue, between N.E. Gilan Street and N.E. Irving Street. From N.E. Irving Street, the road will be extended about 1,200 feet to join with N.E. Multnomah Street. This new improved roadway will provide local access for buses and automobiles to the Gateway (Banfield) transit station. Bus ramps will connect the transit station to I-205 and Banfield Freeway westbound.

This section of N.E. 99th Avenue is not currently a through street. Existing traffic volumes are very low. To determine the existing noise levels in the area, a measurement was taken on April 26, 1977. The measurement site was near the intersection of the new alignment and N.E. Pacific Street. The recorded sound level was $L_{10}$ 48 dBA.

Projected traffic volumes along this roadway were analyzed for traffic noise. The peak truck hour proved to produce the worst noise period. This traffic condition should produce an $L_{10}$ 72/74 dBA along the right-of-way line for 1980/2000. The I-205 freeway is anticipated to create an $L_{10}$ 65 dBA level for this area in the year 2000. Thus, this project should significantly increase noise levels over the existing condition and even over the projected noise levels from I-205. In addition, noise levels will be over the design noise level of $L_{10}$ 70 dBA.

Current land use along the project is residential. Accesses to these residences generally do not allow the design of effective acoustic barriers

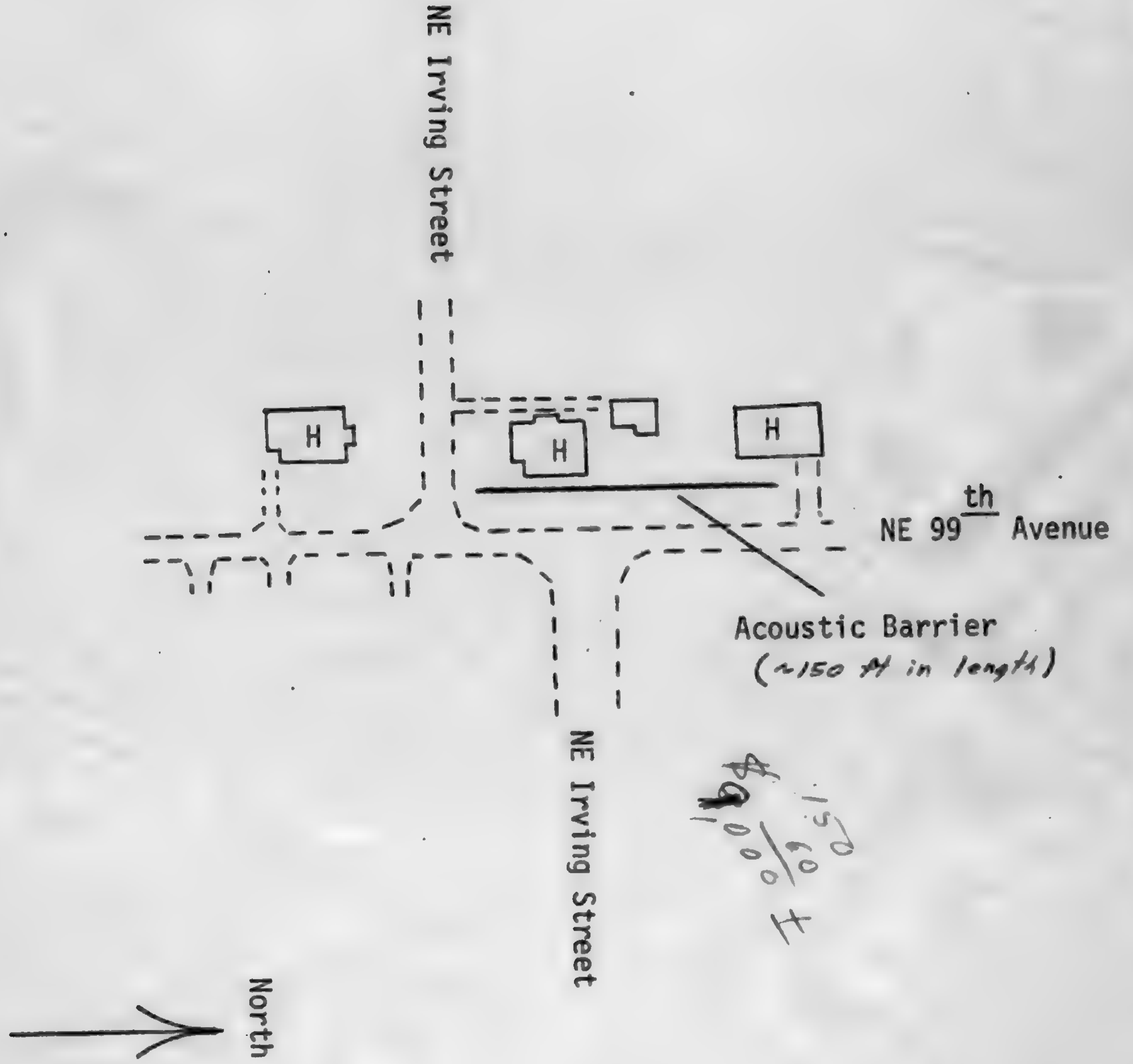
Versteeg
Christensen
George
I Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 0 9 1978
ENGINEERING SECTION

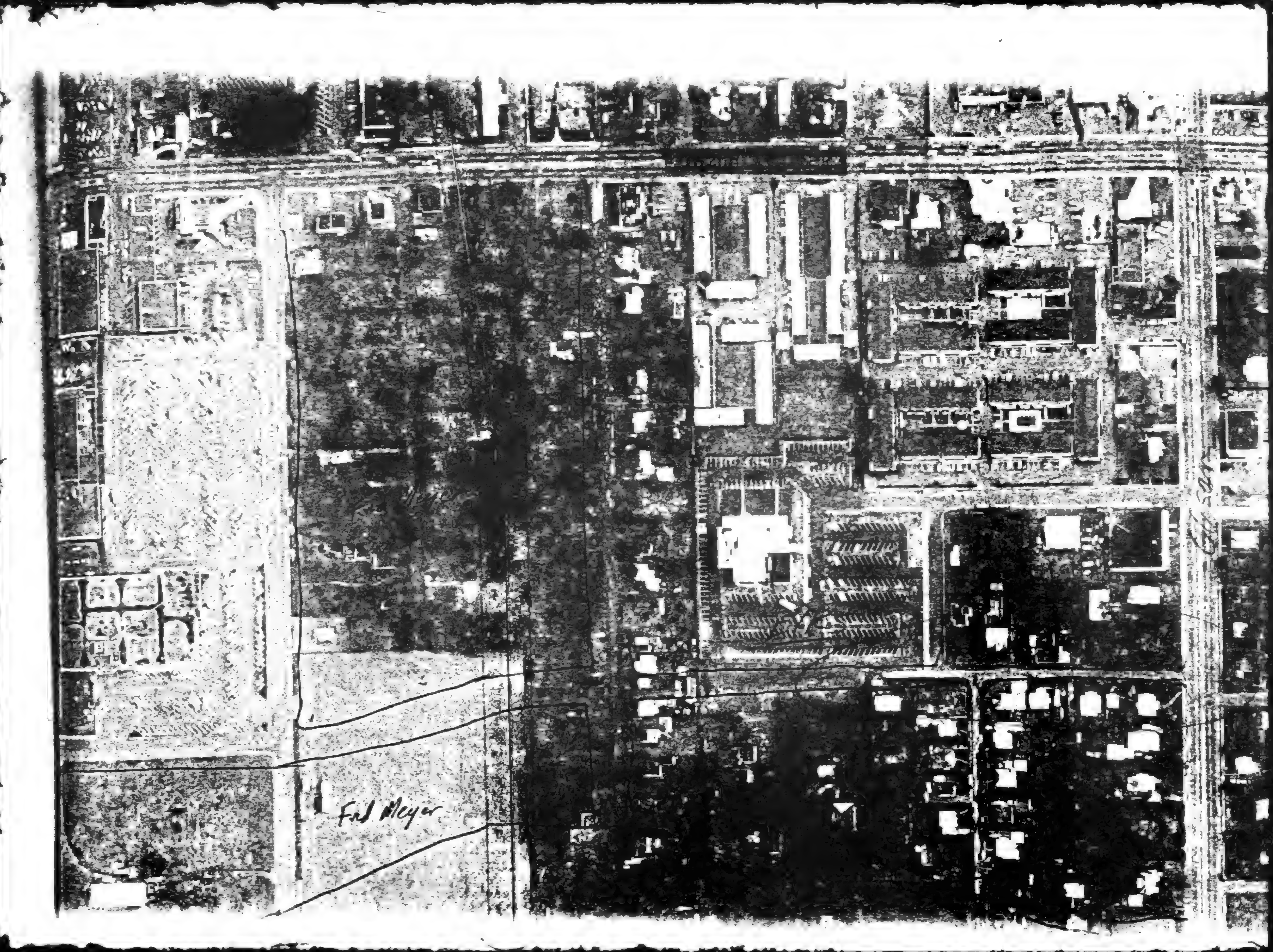
Trout
Do Not File ☐
Return To
Bring Up / /
Action

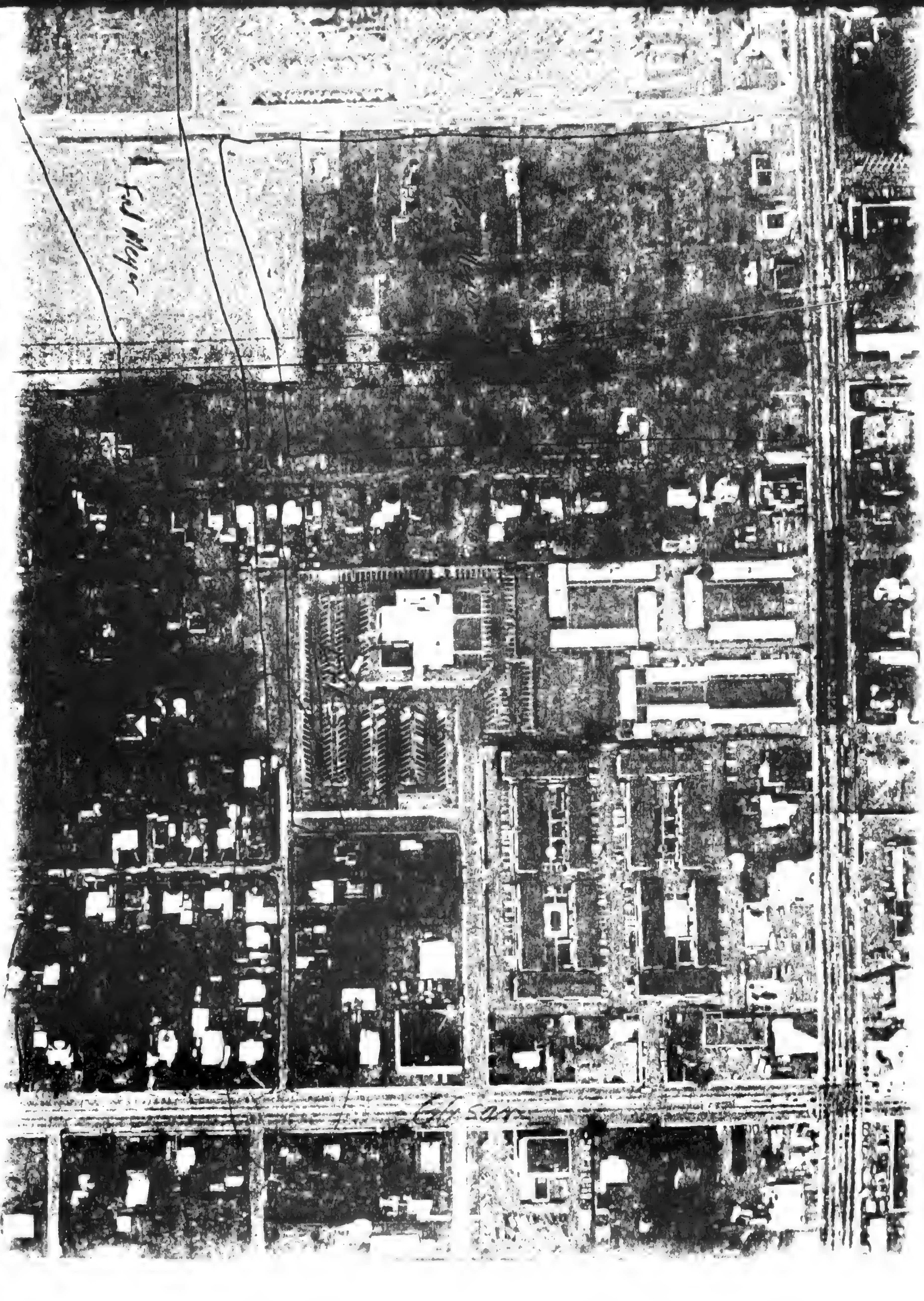
to reduce projected noise levels. An exception is the two houses west of N.E. 99th Avenue and north of N.E. Irving Street. A noise barrier can be provided which reduces noise emitted from N.E. 99th Avenue, Figure #1. The area primarily protected would be the yards between the two residences. Some protection, though, will also be provided to the houses. An 8-foot barrier could reduce N.E. 99th Avenue noise levels by 9 dBA. Thus, noise emitted from N.E. 99th Avenue would be $L_{10}$ 65 dBA or the same as that from I-205. The total noise from both sources would then produce an $L_{10}$ 68 dBA. This level is 7 dBA below that of the noise level, $L_{10}$ 75 dBA, which would exist without the barrier. This barrier will also replace an existing fence which will have to be removed for project construction. An additional benefit of this wall would be the restoring of privacy which is now provided by the existing fence.

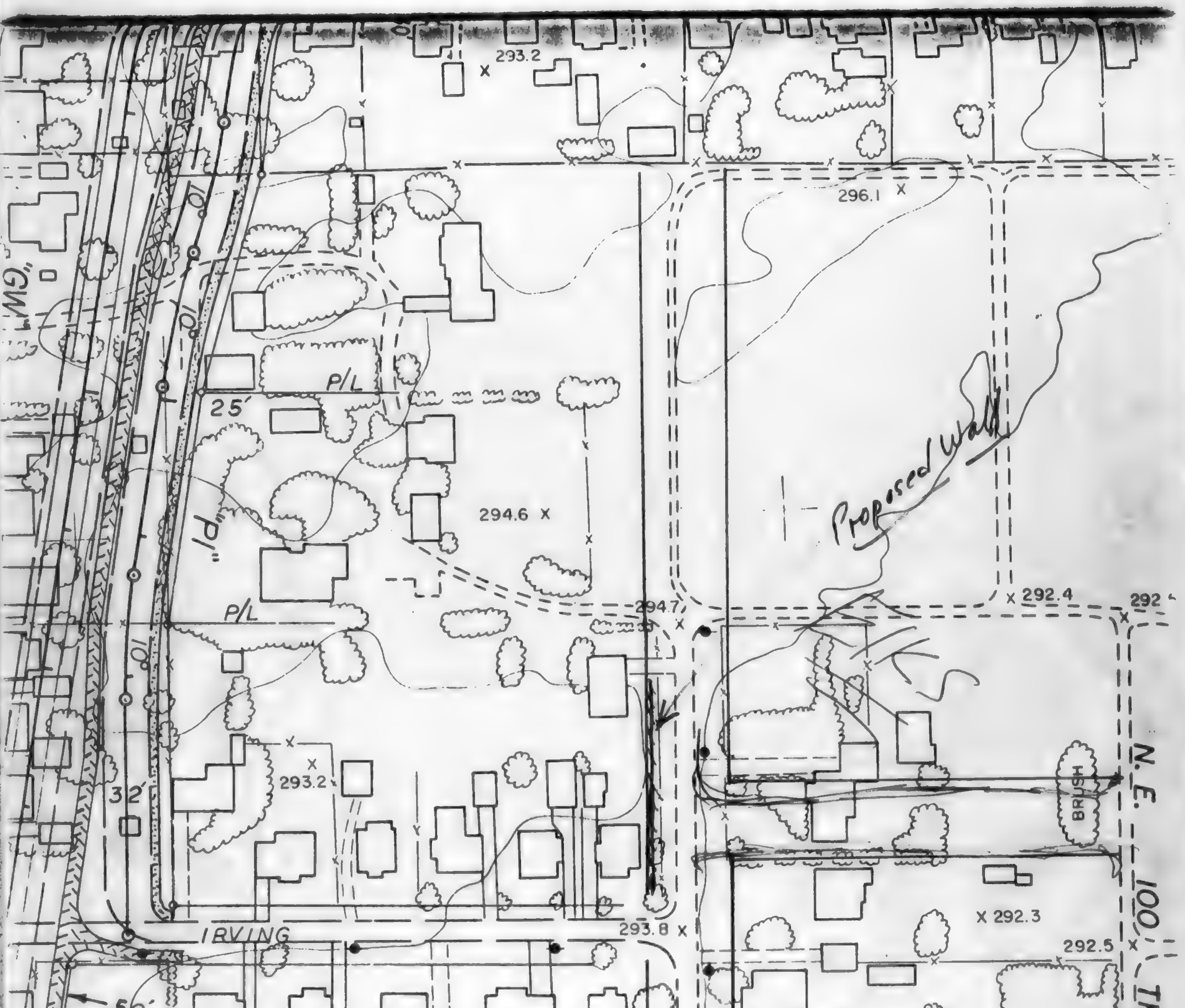
Figure 1

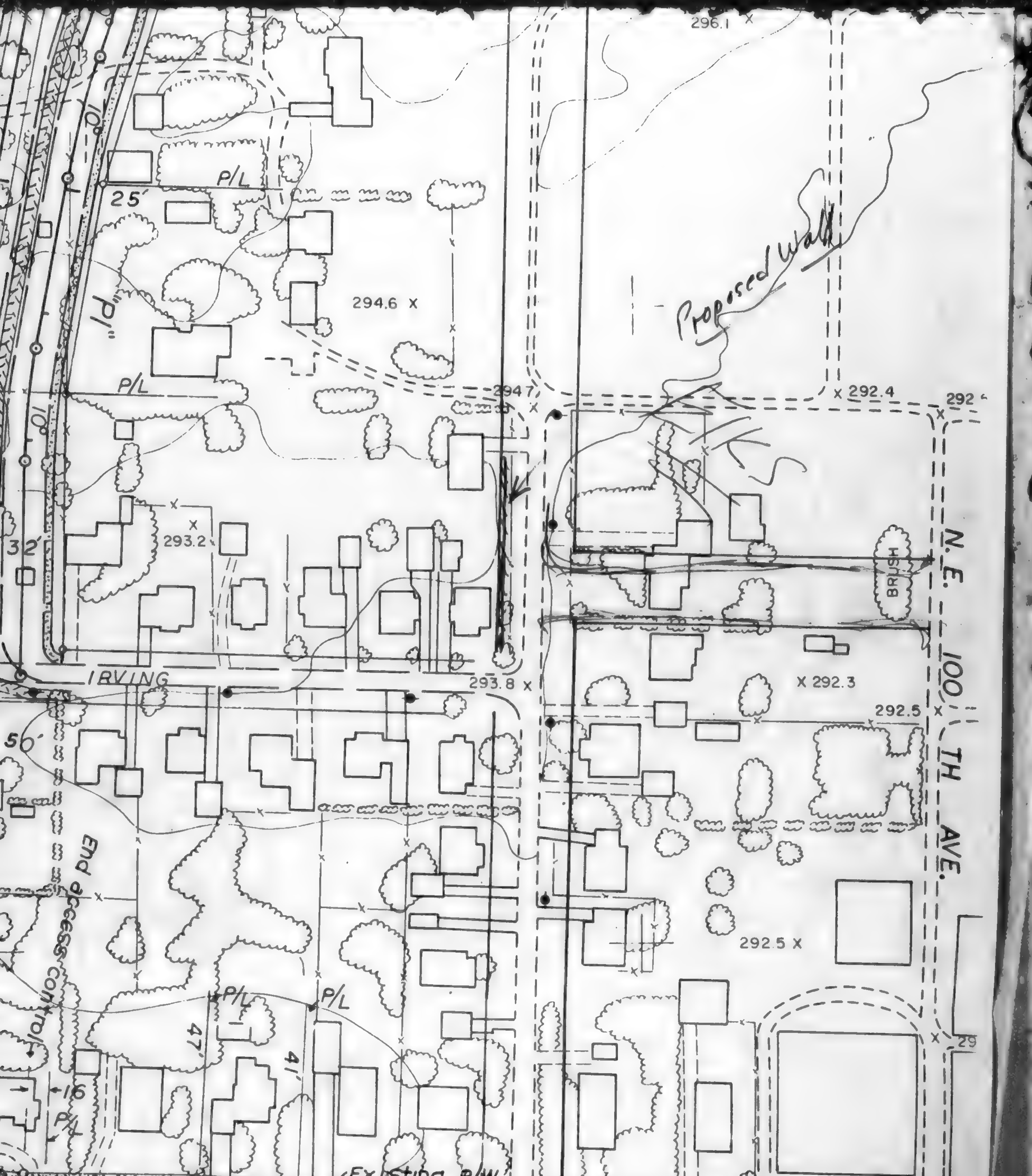

NE Irving Street
H
H
H
NE 99th Avenue
Acoustic Barrier
(~150 ft in length)
NE Irving Street
North

150
60
$9,000 ±


Fred Meyer
Carson


Fed Mayer
Elysan


293.2
296.1
"GW"
10'
10'
P/L
25'
"Pl"
294.6
Proposed Wall
P/L
294.7
292.4
292
10'
293.2
32'
IRVING
293.8
N.E. 100 TH AVE.
BRUSH
292.3
292.5
50'
End access control
292.5
P/L
P/L
47'
41'
50
16
30
P/L
P/L
29
Existing R/W
C-2
294.8
N.E. GLISAN ST.
293.2
292.3


296.1 x
10'
P/L
25'
Proposed Wall
"Pl"
294.6 x
P/L
294.7
x 292.4
292.
10'
32'
293.2
BRUSH
N.E. 100 TH AVE.
IRVING
293.8 x
x 292.3
56'
292.5
End access control
292.5 x
P/L
P/L
47'
41'
16
P/L
29
Existing R/W
C-2
294.8
294.0
N. E. GLISAN ST.
x 293.2
x 292.3
x 295.9

8729

ROW 18-4

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
E. S. HUNTER

July 13, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Meter & Vault Relocation
Bureau of Water Works, Portland
Clackamas River-Washington State
Line Utility Project
(S. Banfield Intchge. Section)
East Portland Freeway
Utility Project: I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the Bureau of Water Works' facilities dated May 11, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The Bureau was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consistsof verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the facilities occupy County road right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

RECEIVED
STATE HWY ENGR
JUL 14 '77
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Form 81-734-3123

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 16, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,707.73.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enclosure

bc: E. S. Hunter
D. E. Swan
Robert Church
Gary Kennen

8729

8

U.S. DEPARTMENT OF TRA ORTATION - FEDERAL HIGHWAY ADMINISTRATIO

# LETTER OF APPROVAL AND/OR AUTHORIZATION

**FEDERAL AID PROJECT NO.** I-205-7(13)300

**STATE PROJECT NO.** See Below

**COUNTY NAME** Clackamas-Multnomah

**PROGRAM STAGE** (Check) ☐ 1. ☐ 2.

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**PROGRAM NO.**

**ITEM NO.** I-543

**TO:**

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 16 '77
REFER TO Swan
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

**DATE PS & E APPROVED**

**DATE AUTHORIZATION EFFECTIVE** 5-20-77

**FEDERAL ROUTE NUMBER** Interstate 205

**STATE ROUTE NUMBER** Primary 64

**GENERAL LOCATION:**

Clackamas River-Washington State Line

**GENERAL DESCRIPTION OF WORK:**

Utility Adjustment

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility Adjustment Pacific Power and Light-Phase I (S. Banfield Intchge) TEC $3,710-FF $3,422

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

This will confirm the verbal authorization of Mr. C. T. Christianson of this office to proceed with the Phase I of actual adjustments for PP&L's power line relocation effective 5-20-77 on an actual cost basis.

I approve the agreement with PP&L consisting of your notice of conflict dated 2-23-77 and PP&L's letter of 3-9-77 and the plans and estimate furnished by Mr. Cartwright's 5-19-77 letter. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal Aid Highway Program Manual.

**DATE** 6-13-77

**SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner

**TITLE** for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Portland, Oregon 97213
November 26, 1968

N. E. Halsey
South Banfield Interchange
East Portland Freeway
Prefix 626-1909

Mr. D. J. Barbee
Design Engineer
State Highway Building
Salem

ATTENTION: A. D. Olson

Transmitted is a copy of Mr. Nordlander's letter of November 19, 1968 and a copy of 1" = 100 scale map showing the proposed extension of N. E. Weidler Street west of 102nd Avenue. This map was prepared by the Multnomah County Department of Public Works to support their request for three lanes westbound on the Halsey Street structure.

This plan does not resolve the weave problem between eastbound Halsey Street traffic and the Banfield off-ramp traffic. If you would like us to discuss this weave problem further with Multnomah County we will be glad to do so.

A. E. Johnson
Metropolitan Engineer

By:
ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: K. D. Limbocker
James Don

NOTED
K. D. LIMBOCKER

NOTED
A. E. JOHNSON

NOTED
D. [illegible]SON

NOTED
E. L. HARDT

NOTED
JON ROSE

COUNTY COMMISSIONERS
M. JAMES ~~GLEASON~~, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DAN MOSEE
MEL GORDON

**Multnomah County Oregon**

R. L. NORDLANDER, [redacted] DIRECTOR, DEPARTMENT OF PUBLIC WORKS

MAIN OFFICE (503) 233-5861 ▪ 2115 S. E. MORRISON STREET ▪ PORTLAND, OREGON 97214

November 19, 1968

Oregon State Highway Department
Metropolitan Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. E. Johnson
Metropolitan Engineer

RE: Structure at N. E. Halsey St. & I-205

Gentlemen:

Enclosed herewith is a sketch of the proposed street pattern for Halsey Street in the vicinity of the proposed I-205 Freeway. The traffic counts indicated on this drawing are 1967 counts.

Our studies of this area indicate that it is extremely important that the structure over I-205 be four-laned, three lanes west bound and one lane east bound. This will allow the proposed couplet plan immediately west of 102nd Avenue to function properly. One lane of the proposed three west bound lanes would drop off at N. E. 92nd Avenue and Halsey Street would continue westerly as a four-lane facility - two lanes in each direction.

We would sincerely appreciate your considering the Halsey structure over I-205 as a four-lane facility. Existing traffic counts along with projected traffic counts indicate that a structure with less than four lanes could certainly create a detrimental traffic condition. Commercial development in this general area is generating a great deal of traffic and we foresee a continuation of the commercial development.

Very truly yours,

Robert L. Nordlander
ROBERT L. NORDLANDER
Director of Public Works

RLN:ebs
Enc: sketch

METROPOLITAN ENGINEER
RECEIVED
NOV 20 1968
☐ ☐ ☑ ☐ ☐
AME AME HOE MDE MIE

8730 Pendleton-John Day Hwy. 1978
SW Hailey Ave. (Pendleton) Sec.
(Traffic signal installation)

C+A 6384 2-17-78

8730

CON 5
#8730

October 2, 1979

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

Contract No. 8730 awarded to Hamilton Electric, Inc., for traffic signal installation on the Pendleton-John Day Highway at S.W. Hailey Avenue in Pendleton, Umatilla County, was completed on June 14, 1979 and accepted by the State Highway Engineer on September 28, 1979.

Final payment in the amount of $1,834.75 will be released to the contractor after October 8, 1979. The total contract amount is $36,695.05 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Hamilton Electric, Inc.
232 West Fifth Ave.
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

RECEIVED
STATE HWY ENGR

JUL 24'79

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

July 19, 1979

Hamilton Electric, Incorporated
232 West 5th Avenue
Post Office Box 708
Eugene, OR 97440

Gentlemen:

Time Extension Request
Pendleton-John Day Highway @
S.W. Hailey Avenue
Contract No. 8730

Your request for a time extension on the above project has been reviewed. A time extension of 17 calendar days is granted. This will eliminate all liquidated damages on this contract.

Sincerely,

For C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: W. E. Schwartz
W. C. Ferguson
Robert Church

7-23-79
Copy to H.S. Coulter

RECEIVED
JUL 19 1979
CONSTRUCTION
BRANCH

2 Keasey K
1 Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8730

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 19, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: ~~H. S. Coulter~~
~~State Highway Engineer~~

Memo to File

SUBJECT: Time Extension Request
Pendleton-John Day Highway @
S.W. Hailey Ave.
Contract No. 8730

Hamilton Electric, Inc., contractor on the above project, has requested a 17 day extension of contract time. The enclosed letter from R. D. Hector, Region V Construction Engineer, evaluates the contractor's request. I concur in recommending an extension of 17 calendar days.

This is a State project. A rough draft response to the contractor is attached.

OBJ:fr

Att.

cc: W. E. Schwartz
W. C. Ferguson

FORM 81-734-3030

RECEIVED
JUL 13 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
[illegible]
[illegible]
Richards
[illegible]
Inloes
Widmer
Gebauer
Church

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
July 12, 1979

**FROM:** R. D. Hector
Region Construction Engineer

**TO:** C. T. Keasey
Construction Engineer

SALEM

**SUBJECT:** Pendleton/John Day Hwy
@ S. W. Hailey - Traffic
Signal Installation
Umatilla County
Contract No. 8730
Request for Extension in Time

Attached is a contractor's request for extension in time on the S. W. Hailey project in Pendleton.

The essential problem with the project was that one of the loop detectors was to be placed in the newly constructed Hailey City Street project. You will recall that that project badly overran in time. That caused that a shut down order be written to wait until Hailey Street was paved. There were 20 calendar days remaining at that time. The contractor, Hamilton Electric, Inc., claims that if Hailey Street had been ready in time, he would have completed the signal project well within the contract time. That appears to be a fair statement.

During the time of the shut down order, Hamilton used the epoxy that he had on hand for this project on other projects because he was concerned about the shelf life of the epoxy. The engineer notified Hamilton on May 1, 1979 that the shut down order would be recinded on May 9, 1979. At that time, epoxy was not available for immediate delivery. He was able to obtain materials and complete the project between May 29 and June 6, 1979 (9 days).

Insuff. Notice + contractor

The extension in time should be granted for the following reasons.

The contractor completed all of the work except the loop detectors on December 15, 1978. The shut down order should have been effective that date, but was written for December 18. Recommend that three days be granted.

ok

The contractor completed his work on June 6, 1979 and time was charged until June 14 because that is when Highway people found time to turn on the signal. Time should not have been charged past June 6. Recommend that 8 days be granted.

ok

The unavailability of epoxy during May has been verified by Bob Judson. Hamilton was not able to get it to the job until May 29. Recommend that the time from May 9 (the time of the resume work order) to May 29 be granted. (20 days)

Only 17 days of liquidated damages are charged. It is clear that if the Hailey City Street project was completed on time, Hamilton could have completed his project well within time limits. We recommend that the additional time requested be granted.

RDH:mt
cc; W. C. Ferguson

8730

No. 34

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Perdleton/John Day Hwy. at S.W. Hailey St.

WEEK ENDING: June 16, 1979

SECTION PREFIX: 30-8213

HIGHWAY: FAU 3420

COUNTY: Umatilla

NAME OF JOB: S.W. Hailey Signal

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 8730

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 19, 1978

DATE WORK STARTED: October 20, 1978

ESTIMATED COMPLETION DATE: June 14, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 220

CALENDAR DAYS USED 237

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 108

PROJECT AUTHORIZATION: $ 44,736.72

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 40,829.58

ENGINEERING AUTHORIZATION $ 3,907.14

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 40,829.58

ENGINEERING COST TO DATE $ 4,784.90

DATE PROJECT WAS COMPLETED: June 14, 1979

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 122 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | Signal work | |
|---|---|---|---|---|---|---|---|
| | | | | | | 100 | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | One 1 day | |
| NUMBER OF SHIFTS PER DAY | | | | 4 | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Fair | 1 | | |
| MONDAY | Fair | 1 | | |
| TUESDAY | Fair | 1 | | |
| WEDNESDAY | Fair | 1 | | |
| THURSDAY | Fair | 1 | | Project completed Thurs. June 14, 1979. |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
JUN 18 1979
CONSTRUCTION BRANCH
Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No activity. |
| MONDAY | No activity. |
| TUESDAY | No activity. |
| WEDNESDAY | No activity. |
| THURSDAY | Traffic signal turned on at 2:PM today.<br>Attending were: 2 men/Salem Signal Crew. 2 men Region Signal Crew. Salem Traffic Engr. Region Traffic Engr. District Engr. & Controller Manufacturer Representative. |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Traffic signal was turned on Thurs. June 14, 1979. Project completed this date.

SIGNED W C Ferguson LOCATION Pendleton

W.C. Ferguson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8730

9

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 7, 1978

Hamilton Electric, Inc.
232 West Fifth Avenue
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8730 for traffic signal installation on the Pendleton-John Day Highway at S.W. Bailey Avenue in Pendleton, Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc
Smith & Crakes, Inc.
38 West 11th Avenue
Eugene, OR 97401

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc
C. T. Kessey
Walt Hart
Robert Church
Jim Kinns
Wendell Schwartz
Wm. C. Ferguson
L. E. George

#8730 5-19-78 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-3420(2)

STATE PROJECT NO.
See below

COUNTY NAME
Umatilla

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80196

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
|  | 5/16/78 | FAU 3420 | City Street |

GENERAL LOCATION:
Pendleton/John Day Highway at SW Hailey Avenue (Pendleton) Section

GENERAL DESCRIPTION OF WORK:
Withdraw project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Withdraw project

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 5/4/78 letter I approve the withdrawal of the subject project.

Swan
5-30

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5/19/78 | G. K. | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-58) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-757

8730

8

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Wm. C. Ferguson
L. E. George
SAIF
Fran

May 19, 1978

Hamilton Electric, Inc.
232 West Fifth Ave.
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on May 4 accepted your proposal for traffic signal installation on the Pendleton-John Day Highway at S.W. Hailey Avenue in Pendleton, Umatilla County, for the sum of $37,821.37 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Pendleton and when the sum of $44,740 is deposited by the City.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8730.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 1, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

**THE CITY OF PENDLETON**

P. O. BOX 190
PENDLETON, OREGON 97801

May 9, 1978

Oregon State Highway Division
Highway Accounting
Room 434, Transportation Building
Salem, Oregon 97310

Gentlemen:

Enclosed please find City of Pendleton check for $43,540.00 as balance of City advance deposit for installation of signals on the Pendleton-John Day Highway at S. W. Hailey Section as requested by Gerald W. Wimer by letter dated May 1, 1978, a copy of which is attached.

The City has previously deposited $1,200.00 towards this project by check No. 1852 dated February 1978.

Sincerely yours,

Rudy R. Enbysk
City Manager

RRE/sg

CC: Gerald W. Wimer, Local Government Manager ✓
Roger Lang, LaGrande
Jerry Odman, Pendleton Public Works Director

Enclosures

Awarded
5-19-78

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAY 18 1978
#1 ____ ____ ____
File: PM FA
LG OP
TAA ____

THE WORLD'S ROUND-UP CITY

May 1, 1978

City of Pendleton
City Hall
Pendleton, Oregon 97801

Attn: Rudy Enbysk
City Manager

Gentlemen:

On April 27, 1978 a satisfactory bid was received from Hamilton Electric, Inc., P. O. Box 708, Eugene, Oregon 97401 for installation of signals on the Pendleton-John Day Hwy. at S.W. Hailey Section.

The anticipated construction cost based on their bid and the Advance Deposit as required from the City is as follows:

| | |
|---|---|
| Bid Items | $37,821.37 |
| Permanent Pavement Striping | 500.00 |
| Signal Controller Testing (Engrg.) | 750.00 |
| 4% Contingencies | 1,758.21 |
| (10%) Engineering | 3,907.14 |
| ESTIMATED TOTAL COST | $44,736.72 |

City's Advance Deposit:
100% or say $44,740.00

This project will be awarded upon receipt of your Advance Deposit, which should be in this office no later than May 19, 1978.

Please make your check for $44,740.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434-Transportation Building, Salem, Oregon 97310.

Very truly yours,

/s/ Wimer

Gerald W. Wimer
Local Government Manager

FH:dmc
cc: Roger Lang

bc w/att: Verne Skoog-Upon receipt of City's check, notify Virgil Boyd at 378-6563.

8730

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-5-78

# LETTER OF APPROVAL AND/~~OR~~ AUTHORIZATION

FEDERAL AID PROJECT NO. M-3420(2)

STATE PROJECT NO. See Below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80196

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>4-5-78 | DATE AUTHORIZATION EFFECTIVE<br>4-5-78 | FEDERAL ROUTE NUMBER<br>FAU 3420<br>STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:

"Pendleton/John Day Highway at SW. Hailey Avenue (Pendleton) Section"

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify): Permanent Pavement Striping (SF) $500.

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $49,412, Federal funds $42,395.

A signed copy of the Title Sheet is returned herewith.

Swan
wire
11-10

| | | |
|---|---|---|
| DATE<br>4-5-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hosmer | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

**OREGON STATE**
**HIGHWAY DIVISION**

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 13, 1978

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 14 1978
TAA Reynoldson File: PM FA LG OP

Rudy Enbysk, City Manager
City of Pendleton
City Hall
Pendleton, Oregon 97801

Dear Rudy:

RE: Advance Deposit
Traffic Signal
Pendleton-John Day Highway @
S. W. Hailey Avenue

Under the terms of the Construction Finance Agreement, No. 6384, item 1, "Things to be Done by City", page 2, the City shall deposit the sum of $1,200 to cover the estimated cost of preliminary engineering.

In order to maintain our project letting schedule, we are now asking for the $1,200 deposit. Please make your check payable to the Oregon State Highway Division and send it to me for further processing.

Your prompt attention will be appreciated.

Sincerely,

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/dlm

cc: John R. Molsness, D.P.W.
Gerald Wimer
L. E. George
H. W. Oswald
W. C. Ferguson

Form 81-734-3123

STATE OF OREG N                                                  INTERO CE MEMO

TO: W. E. Schwartz
Region [illegible] Engineer

DATE: February 21, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Preliminary Plans for Review
Traffic Signal Installation
Pendleton-John Day Highway at S.W. Hailey Avenue (Pendleton) Section
Pendleton-John Day Highway
Umatilla County

Attached for your review are five copies of preliminary plans for the signalization of the above project.

Please give these plans your immediate attention so that any recommendations you make may be considered and the plans and specifications changed before the project is advertised.

The project is currently scheduled for letting April 27, 1978.

Please forward one copy of the preliminary plans to the City of Pendleton for their approval and signature and then return them to us for our files.

ORIGINAL SIGNED BY L. E. GEORGE

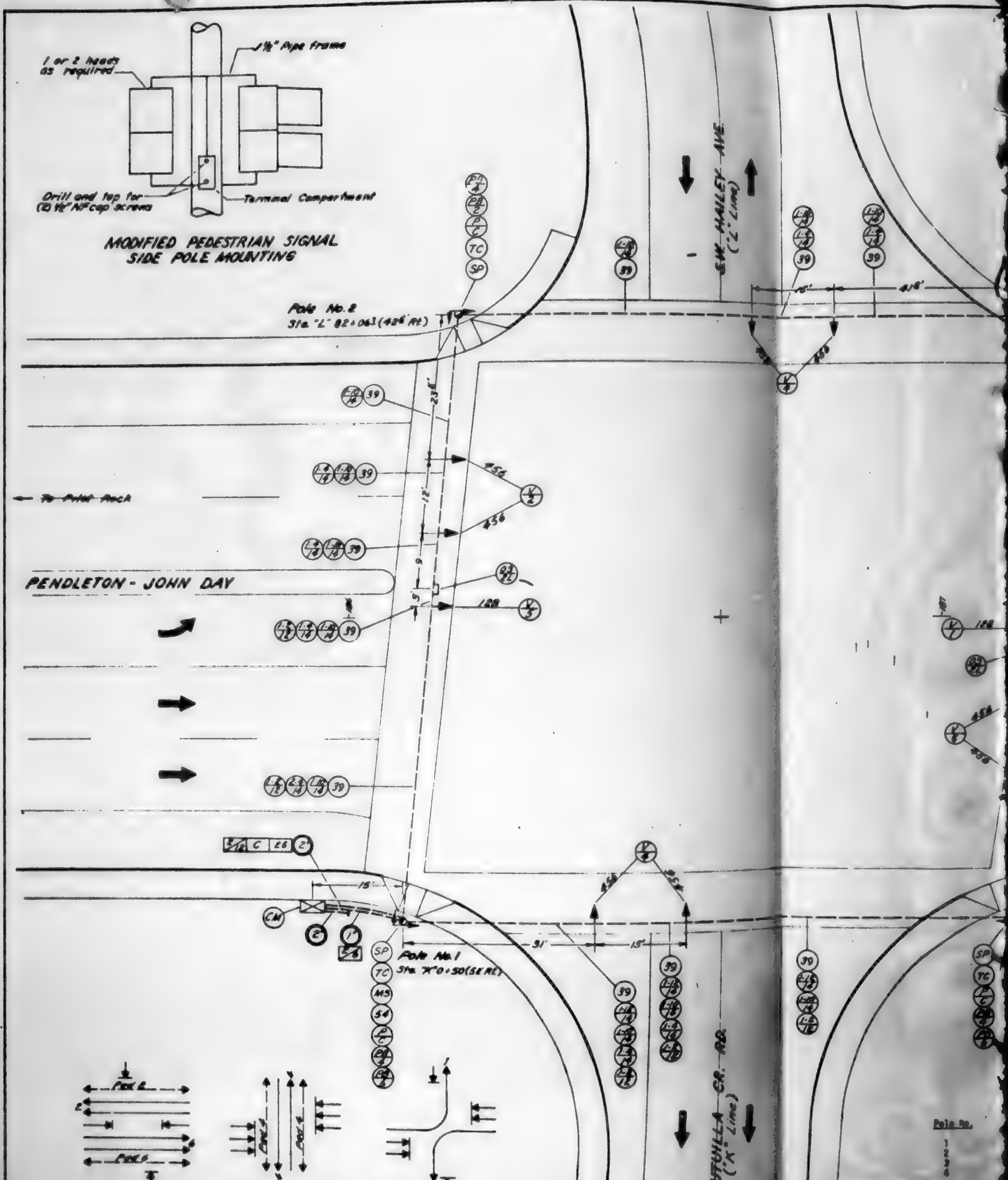
L. E. George
Traffic Engineer Supervisor

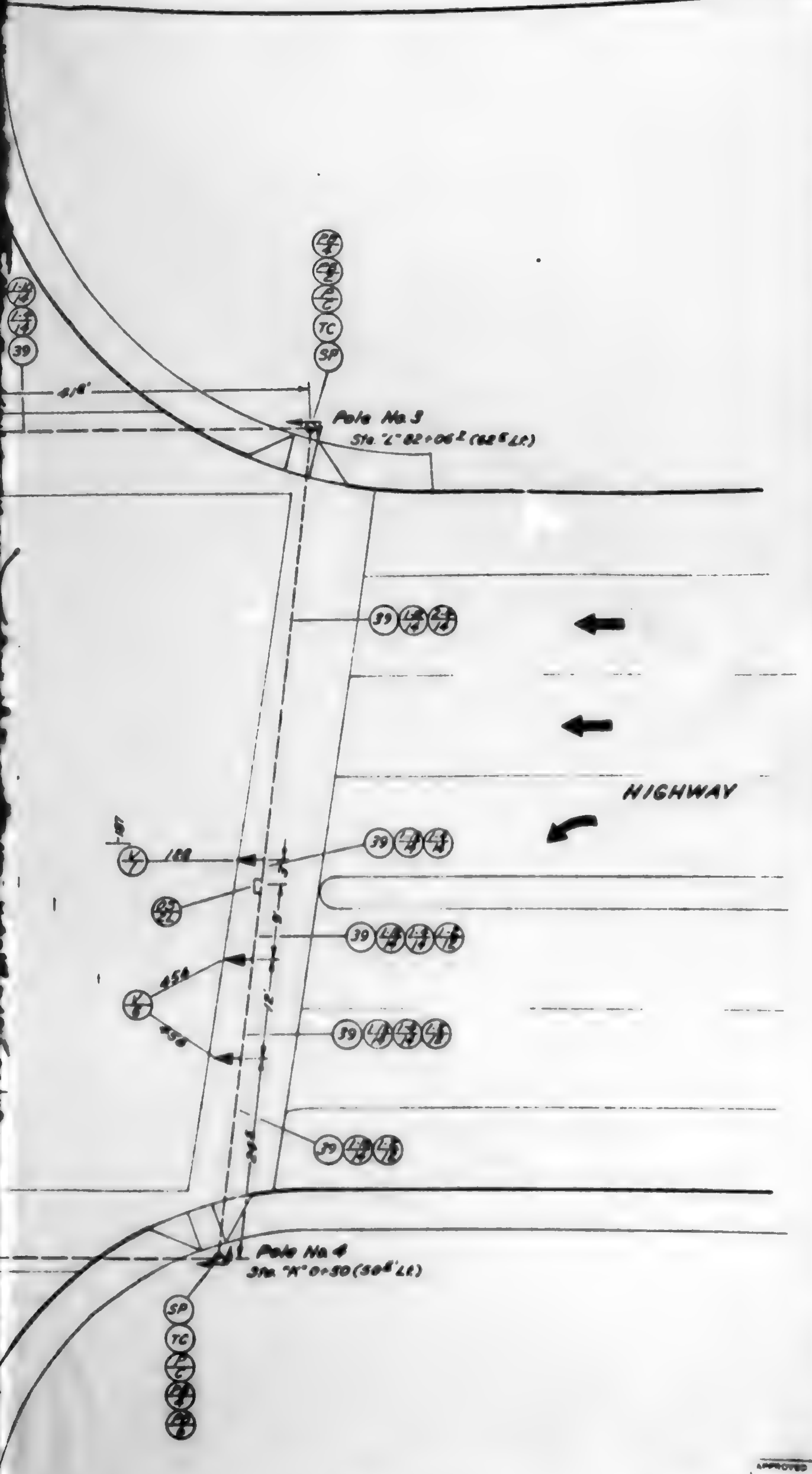
JB:ds
Attachments

cc: Gary Zehner

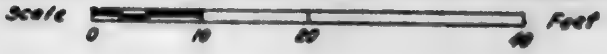
PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
[✓ LGE] FAE ☐ OPE ☐
FEB 24 1978
File: PM FA
TAA Zehner LG OP

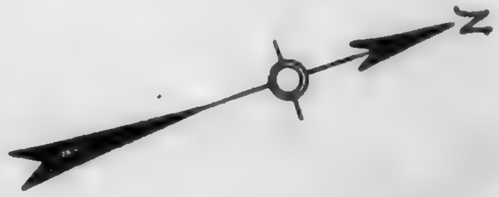
81-125-1367


1 or 2 heads as required
1½" Pipe frame
Drill and tap for (2) ½" NF cap screws
Terminal Compartment
MODIFIED PEDESTRIAN SIGNAL SIDE POLE MOUNTING
S.W. HAILEY AVE ("L" Line)
Pole No. 2
Sta. "L" 82+063 (42.6' Rt.)
TC
SP
39
15'
To Pilot Rock
12'
9'
5'
128
PENDLETON - JOHN DAY
C
2"
CN
1"
15'
31'
Pole No. 1
Sta. "K" 0+50 (SE Rt.)
SP
TC
MS
54
TUTUILLA CR. RD. ("K" Line)
Pole No.
Phase 2 & 6
Phase 4
Phase 1 & 5
NORMAL PHASE ROTATION (Fully Actuated)



## SIGNAL PLAN
## PENDLETON - JOHN DAY HWY. AT S.W. HAILEY AVE.





### LEGEND

| | |
|---|---|
| SP | Install steel strain pole |
| CM | Install 5 phase fully actuated controller in Type M cabinet |
| TC | Install terminal cabinet |
| MS | Install 120 volt meter service |
| SC | Install service cabinet with 40 amp. SPST breaker |
| P/T | Install (T) type modified pedestrian signal |
| PB/PH | Install (PH) phase pedestrian pushbutton with instructional sign |
| V/PH | Install (PH) phase vehicle signal |
| OS/LT | Install interior illuminated "LEFT TURN SIGNAL" sign |
| S" | Install (S) inch electrical conduit |
| 39 | Install 3/8" galvanized messenger cable |
| X-N/G | Install (X)-(N) wire No. (G) control cable |
| N | Install (N) No. 14 type THWN wire |
| N/S | Install (N) No. (S) type TW wire |
| C | Install one No. 8 type THWN wire (signal system common) |

456= 12"R, 12"Y, 12"G
128= 8"R, 8"Y, 12"GLTA
X= Number of Cables
PH= Phase Shown
T= Type Shown
S= Size Shown
N= Number of Conductors
G= AWG Size Shown

**PRELIMINARY COPY**
**SUBJECT TO CHANGE**
FEB 23 1978

FOUNDATION DATA

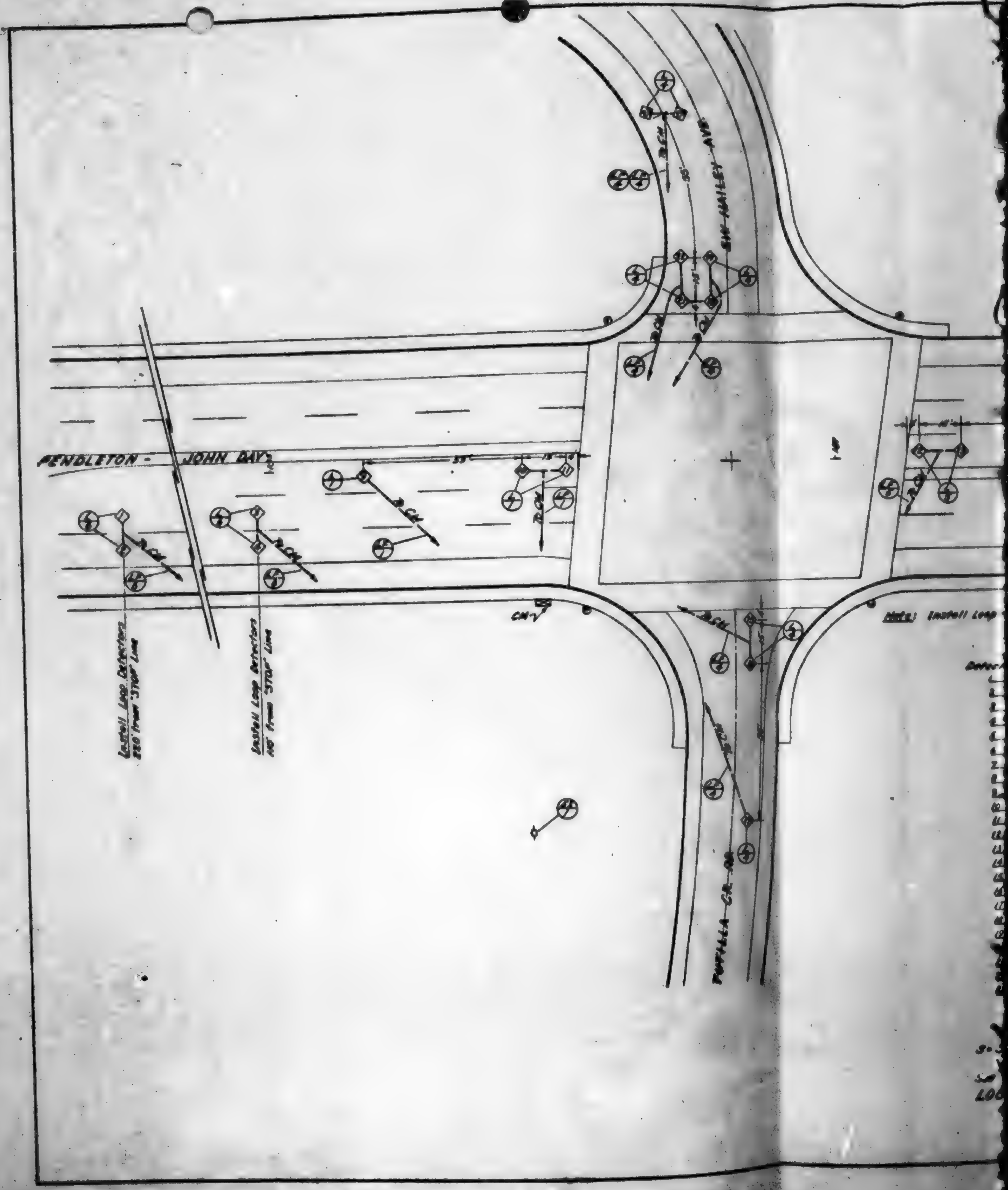
| Pole No. | Foundation Depth | Vertical Reinforcement |
|---|---|---|
| 1 | 8'-6" | 8-No. 6 Grade 40 or 60 |
| 2 | 7'-6" | 8-No. 6 Grade 40 or 60 |
| 3 | 7'-6" | 8-No. 6 Grade 40 or 60 |
| 4 | 8'-6" | 8-No. 6 Grade 40 or 60 |

APPROVED
Z. G. Gary
TRAFFIC ENGINEER
2/17/78
DATE

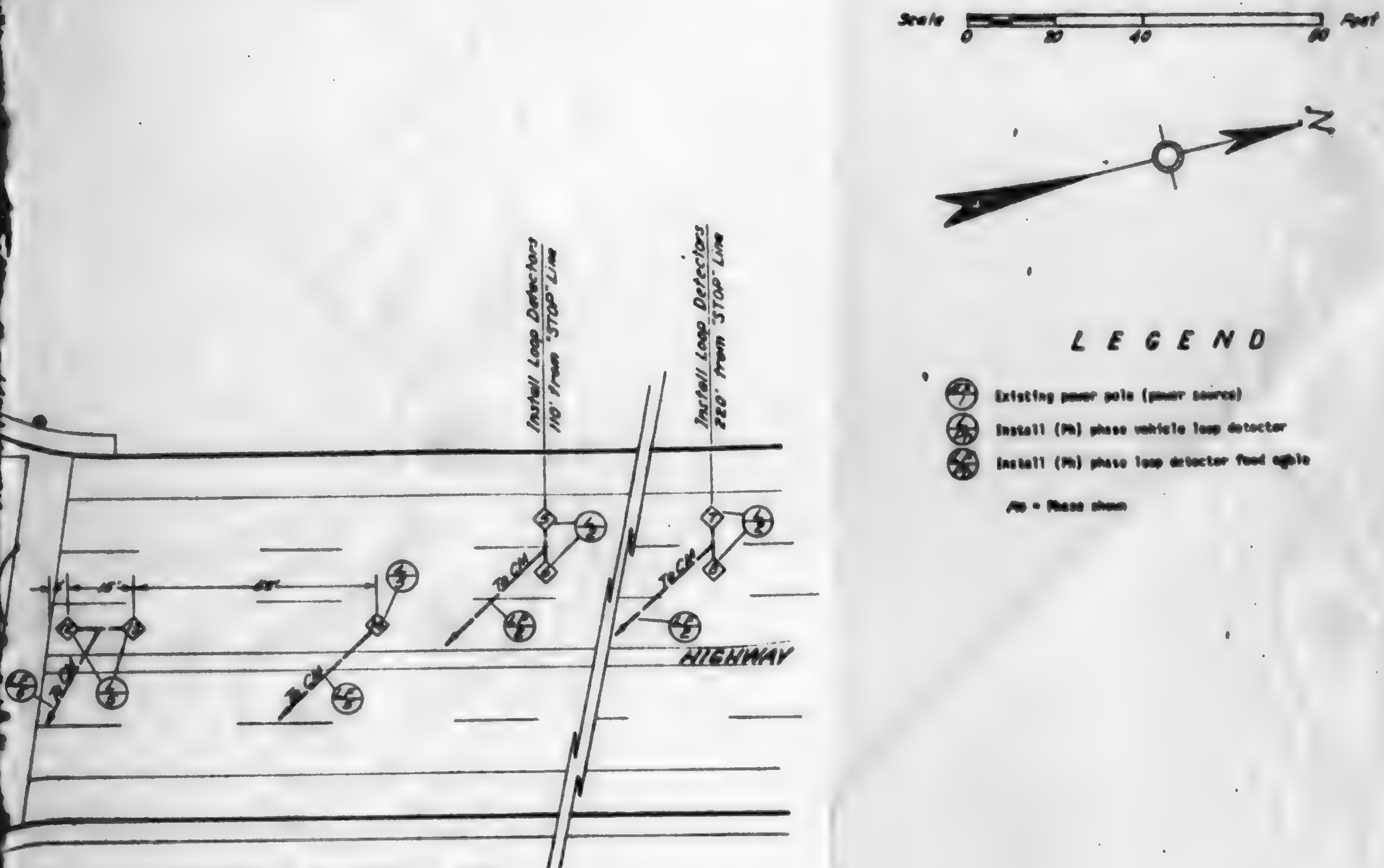
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
PENDLETON-JOHN DAY HWY. AT SW HAILEY AVE (PENDLETON SEC
FAU 3420
UMATILLA COUNTY

DATE February, 1978
Accompanied by T.E. Drgs.
No. 1470, 1471, 1472, 1473,
1488, 1489, 31006 and
4308

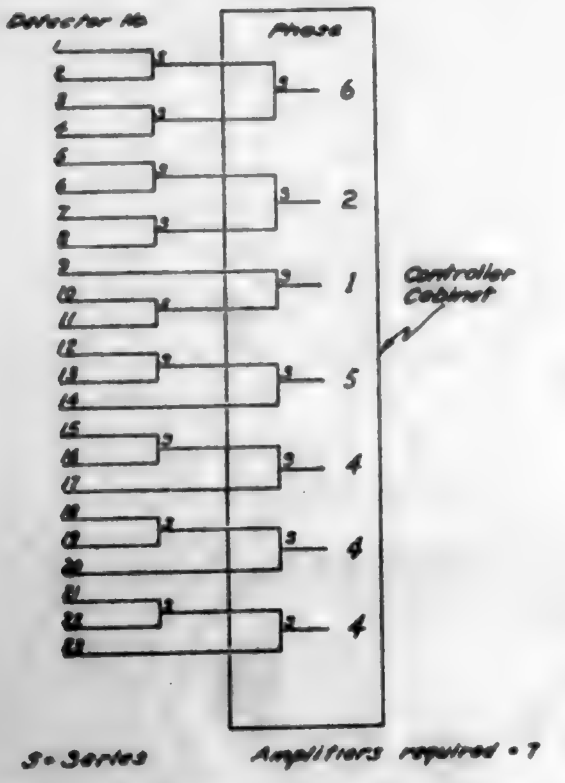
T.E. DWG. NO. 4307


SW HAILEY AVE.
PENDLETON - JOHN DAY
PUTILLA GR. RD.
Install Loop Detectors 220' from "STOP" Line
Install Loop Detectors 110' from "STOP" Line
B.CH.
CH
Note: Install Loop
Detec
LOC

## DETECTOR INSTALLATION PLAN


Scale 0 20 40 60 Feet
N
Install Loop Detectors 110' from 'STOP' Line
Install Loop Detectors 220' from 'STOP' Line
15'
65'
To Cab
HIGHWAY
L E G E N D
Existing power pole (power source)
Install (Ph) phase vehicle loop detector
Install (Ph) phase loop detector feed cable
Ph = Phase shown

**Note:** Install Loop Detectors in center of Lanes


Detector No
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
Phase
6
2
1
5
4
4
4
S
Controller Cabinet

S = Series Amplifiers required = 7

See T.E. Drg. No 1471 for loop detector details

LOOP DETECTOR WIRING DIAGRAM

PRELIMINARY COPY

SUBJECT TO CHANGE

FEB 23 1978

| | |
|---|---|
| APPROVED<br>2/17/78<br>DATE | OREGON STATE HIGHWAY DIVISION<br>TRAFFIC ENGINEERING SECTION<br>TRAFFIC SIGNAL INSTALLATION<br>PENDLETON-JOHN DAY HWY. AT S.W. HAILEY AVE (PENDLETON) |
| | FAU 3420<br>UMATILLA COUNTY<br>February, 1978 |
| | T.E. DWG. NO. 4308 |

8730

February 17, 1978

City of Pendleton
City Hall
Pendleton, OR 97801

Attention: Mrs. Marjorie E. Johnson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6384

Gentlemen:

Attached for your records is a fully executed copy of an agreement for a traffic signal installation on the Pendleton-John Day Highway at S.W. Hailey Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

**OREGON STATE**
**HIGHWAY DIVISION**

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone - 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 16, 1977

Hon. Joe McLaughlin
Mayor
City Hall
Pendleton, Oregon 97801

Dear Joe:

RE: S.W. 29th-Pendleton/John Day Highway, FAU 3420 (S.W. Hailey)

Upon returning to my office, I contacted Mr. Dave Moehring, Manager of Project Management in Salem concerning your request to advance the S.W. Hailey project to the January 26 bid letting.

Mr. Moehring advised me an important part of the project is the traffic signals to be installed at the relocated intersection of S.W. Hailey and Pendleton-John Day Highway under our traffic signal program. It is felt the combination of these two separately funded projects is in the best interest of the taxpayer. Also, the combination will eliminate conflicts that would arise between the contractors.

Our Traffic Section will not be able to formulate plans in time to meet the January 26 bid letting. Present workload appears to dictate going to bid on March 23. I know you are anxious to get this project going because of the lengthy procedures required so far. However, the way Mother Nature has been acting this year, March may be the best bet.

Please advise me if you concur with the letting date of March 23.

Sincerely,

RC Lang
R. C. Lang
Region Federal Aid Engineer

RCL:sh

Same letter to Hon. F. K. Starrett

cc Rudy Enbysk
Jack Molsness
Carlos Van Elsberg
Dave Moehring
Gerald Wimer
Frank Lowe
Verne Allen
Bill Ferguson

**PROJECT MANAGEMENT**
PME CCE OM ☐
LGE FAE OPE ☐
DEC 19 1977
File: PM FA
LG OP
TAA ______

Form 81-734-3122

STATE OF OREGON INTEROFFICE MEMO

TO: W. E. Schwartz
Region 5 Engineer

DATE: November 3, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signal Investigation
Pendleton

As requested, we will make a signal warrant investigation of the intersection of 17th Street and Emigrant Avenue. Would you please arrange to have a 16-hour manual count made at this intersection. When completed, the data should be sent to Cliff Koenig, in care of this office for analysis.

In addition, we will ask Program Management to prepare agreements for the design and construction of signals at S.W. 20th and Court and S.W. Hailey and the Pendleton-John Day Highway. These projects will be done at the city's expense. Since S.W. 20th and Court are off-system, the agreement will stipulate that the city will be responsible for power and maintenance of the signal. At S.W. Hailey, the State will maintain the signal and the city will provide the power. The signal at S.W. Hailey will be included in the realignment project scheduled for next spring.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

SRW:rw

cc: Wm. C. Holmes - Please prepare agreements - 2 Separate agreements
Cliff Koenig

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 7 1977
George
TAA Holmes ✓
File: PM FA
LG OP

A

81-125-1387

.8731 Meacham Rock Prod. Proj. 1978
on Old Oregon Trail

8731

December 6, 1978

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 1, 1978, we wrote to you concerning release of final payment on Contract No. 8731 awarded to E. H. Itschner Co. for the Meacham Rock Production Project on the Old Oregon Trail in Umatilla County.

Final payment on this contract is $7,519.26 and the total contract amount is $131,725.92. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: E. H. Itschner Co.
1118 Toliver Road
Molalla, OR 97038

bc: C. T. Kensey
Walt Hart
W. E. Schwartz

8731

November 16, 1978

E. H. Itschner Company
1118 Toliver Road
Molalla, OR   97038

Gentlemen:

Time Extension Request
Meacham Rock Production Project
Contract No. 8731

Your request for a time extension of 19 days in which to complete this project has been carefully reviewed and is denied. The request, as submitted, does not contain sufficient reason to indicate that the delay was beyond the control of your firm. No meaningful work was accomplished on the project until August 7, 1978, a full three months after award of the contract.

Should you have additional data to sumit, or questions concerning this matter, please contact the Region or Resident Engineer.

Sincerely,

R. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
W. E. Schwartz
William Ferguson
Robert Church
Richard Hacek

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 13, 1978

FILE: CON 5 #8731

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Meacham Rock Production Project
Contract No. 8731

TO: H. S. Coulter
State Highway Engineer

The contractor on the subject project, E. H. Itschner Company, has requested a time extension of 19 days in which to complete this contract. Pertinent dates are:

| | |
|---|---|
| Contract awarded | May 4, 1978 |
| Stripped Pit | June 6-9, 1978 |
| Drilled Pit | July 10-13, 1978 |
| Move in crusher | August 7-16, 1978 |
| Start crushing | August 17, 1978 |
| Specified completion | August 31, 1978 |
| Actual completion | September 19, 1978 |
| Contract amount | $144,000 |
| Liquidated damages | $100 per day |

RECEIVED
STATE HWY ENGR
NOV 13 '78
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

The contractor provides no reason for his request, but states, "We had all the material in the sand sheds before August 31."

From the dates shown above it can be seen that the contractor simply did not start the work in time to complete the project within the time specified. When he did move to the project and commence work, his average production was approximately 800 c.y. per shift. The 20,000 c.y. of material to be produced would obviously require approximately 25 shifts of crushing. The contractor made no special effort to work long hours or double shifts in order to meet the specified completion date. He did work two of the four Saturdays during the crushing operation. There were 12 workdays available to the contractor (including Saturdays) after crushing started. A double shift operation - not unusual in rock crushing - could have substantially completed the project within the specified time. It must be concluded that the overrun in contract time was due to two things. First, the contractor, for reasons unknown to us, did not commence meaningful work on the project until August 7, 1978 - a full three months after contract award. And second, the contractor elected (possibly for economic reasons) to work single shifts and not complete the project within the specified time.

There are other factors you may wish to consider in this request apart from contract provisions and requirements. These factors relate to the legal question as to the validity of the contract specification for liquidated damages when actual damages may or may not have been sustained by the State. There appears to be two basic criteria generally applied by courts in determining the validity of a preagreed upon schedule of liquidated damages. First, were the actual damages determinable at the time of contract award and second, were the actual damages determinable at the time of trial? If either or both of these conditions exist, the courts are inclined to declare the schedule of liquidated damages invalid.

In the instance of the subject contract it is easily shown that damages were not determinable at the time of contract award. Whether or not damages can be determined at this time - after contract completion - is a much more difficult question. The sanding material was available before any actual need existed to use it and therefore no cost was incurred in having to haul material from other sources. The completion date was established as August 31 in order to have sanding material available for use in the event of early season storms and these did not occur this year. The other area of possible damages is engineering costs. The engineering cost on this project underran the amount authorized. However, an underrun of an estimated or authorized amount for engineering is not the determining factor. The determination of damages, if any, in terms of engineering cost should be the actual final cost compared with what the cost would have been had the project been completed within the specified time. This cost comparison is difficult, if not impossible, to ascertain since to do so involves assumptions of what the contractor's operation and schedule might have been in order to complete the project within the specified time. I am reasonably sure that some additional cost for engineering was incurred by the State due to the time overrun and that this added cost cannot be accurately determined. Therefore, the second condition generally required to enforce a schedule of liquidated damages probably does exist on this project. The facts to support this second condition are somewhat weak and a time extension could be granted on that basis.

It is recommended that the contractor's request be denied since, under the terms of the contract, the overrun in time was not due to "bona fide reasons beyond the control of the contractor" and that the schedule of liquidated damages is valid in this instance.

The Region and Resident do not concur in this recommendation. Copies of their reports are attached.

A rough draft reply to the contractor is attached.

OBJ:fr
Att.
cc: W. E. Schwartz
William Ferguson

Note: Recommendation for "Grant or Deny" on "Request" form has been left blank pending your disposition.

E-320 (Rev.)—5M—5-60

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date October 9, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Aug. 31 days to Sept. 19 days, within which to complete our Contract No. 8731, without the assessment of liquidated damages. The said contract is described as follows: Meacham Rock Production, Old Oregon Trail, Umatilla County, Contract No. 8731

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Started Crushing Aug. 17. We had all the material in the Sand Sheds before Aug. 31.

Respectfully submitted,

E. H. Itschner Co.
Contractor

By D. R. Itschner

---

## CONSENT OF SURETY

Date OCTOBER 11, 1978

We, United Pacific Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Fred E. Reed
Attorney-in-fact Fred E. Reed

Wells, Reed, Wood, West Company (SEAL)

by Fred E. Reed
Resident Agent

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request

for

# Increase in Number of Workdays

to

# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8731 Contractor E.H. Itschner Co.

Highway Old Oregon Trail

Section Meacham

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**.~~ The reasons for such recommendation are as follows:

See attached letter.

Recommended for Approval:

Region Construction Engr

O. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

HS Coulter
State Highway Engineer

|  |  |
|---|---|
| Contract No. | 8731 |
| Project designation (State-Federal) | State |
| Date awarded | May 4, 1978 |
| Work started | June 6, 1978 |
| Per cent completed (Date) | 100 |
| Specified completion date ~~No. of Workdays Allowed~~ | Aug. 31, 1978 |
| Date completed ~~No. of Workdays Used~~ | 9-19-78 |
| No. of Added Workdays Requested | 19 |

State Printing 27999

FORM 8-734-3030

RECEIVED
OCT 30 1978
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
October 27, 1978

**FROM:** R. D. Hector
Region Construction Engineer

**SUBJECT:** Time Extension Request, Resubmitted
Meacham Rock Production
Contract No. 8731

**TO:** C. T. Keasey
Construction Engineer

ATTN: O. B. Jackmond

SALEM

Returned to you is the time extension request for the Meacham Rock Production project. It should be approved.

I am also attaching copies of several previous similar requests. The requests were submitted for the same reasons as this one and they were approved for the same reasons that this one should be. The reasons are that the State and the general public suffered no cost or inconvenience whatever because of the time overrun. The material is available for our intended use and is of an extraordinary quality. The contractor promptly pursued the project with the resultant underrun of engineering costs of some $5,100.

It is within our authority to make the administrative decision to waive the liquidated damages on this project. It should be done.

RDH/vt
Enc.
cc: W. C. Ferguson

CON 5 #8731

Salem, Oregon
October 25, 1978

O. B. Jackmond
Contract Administration Engineer

R. D. Hector
Region Construction Engineer

Time Extension Request
Meacham Rock Production
Contract No. 8731

This request is returned for your further consideration. I am reluctant to process this request since to do so would force me to recommend that the request be denied. We have a contract with E. H. Itschner Company and a provision of this contract is contract time and a schedule of liquidated damages. The methods and reasons for adjusting contract time are specified in Section 108.09 of the Standard Specifications. The State and the contractor are bound by those provisions and time extensions are granted for "bona fide" causes beyond the control of the contractor. The justification submitted provides me no such reasons.

Please review and resubmit this request. The contractor's request, once tendered, must be processed through channels to the Highway Engineer for decision.

OBJ:fr

Att.

Kessey RECEIVED Richards W
Jackmond J Berg
Hopkins OCT 25 1978 Inloes
Williams Widmer
Johnsen CONSTRUCTION Gebauer
Glenn BRANCH Church

RECEIVED
OCT 23 1978
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
[illegible]
Widmer
Gebauer
Church

**OREGON STATE HIGHWAY DIVISION**

**FILE:**

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
October 19, 1978

FROM: R. D. Hector
Region Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Meacham Rock Production
Umatilla County
Contract No. 8731

Time Extension

SALEM

Enclosed is Contractor's Request for Increase in Number of Workdays for subject project.

The sand sheds were filled before the completion date, August 31, 1978. The remaining material was crushed and the outside stockpiles were completed in the following 19 days.

Because the material was produced and placed into sheds before any inconvenience to the State occurred and because of the past performance of the E. H. Itschner Co., we recommend the extension of time be granted.

R Hector

RDH/vt
Enc.
cc: W. C. Ferguson

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P. O. Box 459
Pendleton, Oregon 97801

☐ RE ☐ RCE ☐ RME ☑ ROE
☐ RFA OCT 18 1978 ☐
RECEIVED
REGION 5 OFFICE

**DATE** October 17, 1978

**TO** W. E. Schwartz
Region Engineer

**FROM** J. H. Ricker
Assistant Resident Engineer

**SUBJECT** Meacham Rock Production
Umatilla County
Contract No. 8731
Time Extension

Enclosed please find three (3) sheets of Contractor's Request for Increase in Number of Workdays for the above subject section.

The sand sheds were filled before the August 31, 1978, completion date. Also part of the material had been placed in the stockpiles outside of the sand sheds.

The remaining material was crushed and the outside stockpiles were completed in the following 19 days.

In view of the fact this material was available for State use as of August 31, 1978, it is my recommendation that an extension of time be granted.

J. H. Ricker

J. H. Ricker
Assistant Resident Engineer

JHR:ljc
cc:file

8731 No. 8

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Meacham

WEEK ENDING: Sept. 23, 1978

SECTION PREFIX: 30-8343

HIGHWAY: Old Oregon Trail

COUNTY: Umatilla

NAME OF JOB: Meacham Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: E.H. Itschner Co.

CONTRACT NUMBER: 8731

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 4, 1978

DATE WORK STARTED: June 6, 1978

ESTIMATED COMPLETION DATE: August 31, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 31, 1978

PERCENT OF TIME ELAPSED: 100+

PROJECT AUTHORIZATION: $ 163,440.00

EXCLUSIVE OF ENGINEERING: $ 150,480.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 150,480.00

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $ 12,960.00

ENGINEERING COST TO DATE: $ 5,948.39

PERCENT OF AUTHORIZATION: 46 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 9/19, 1978

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | 20,000 CY | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | 20,000 CY | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | 20,000 CY | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

Crusher, 2-dozers, 2-loaders, 4-trucks, 1-crane, 1-Water wagon

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 17 | clear mild | 1 | | |
| MONDAY 18 | clear mild | 1 | | |
| TUESDAY 19 | clear warm | 1 | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K
RECEIVED
SEP 25 1978
CONSTRUCTION BRANCH

Kessey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| 18<br>MONDAY | Contractor crushing and hauling material to sites A & B. |
| 19<br>TUESDAY | Contractor crushing and hauling material to site A.<br>Contractor completed crushing |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

### REMARKS

SIGNED WC Ferguson LOCATION Pendleton

W.C. Ferguson Re. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8731

8

ROBERT W. STRAUB
Governor

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1978

E. M. Itschner Co.
1118 Toliver Road
Molalla, OR 97038

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8731 for the Meacham Rock
Production Project on the Old Oregon Trail
in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Wm. C. Ferguson

8731

8

May 5, 1978

E. H. Itschner Co.
1118 Toliver Road
Molalla, OR 97038

Gentlemen:

Enclosed are three copies of Contract No. 8731 awarded to you on May 4, 1978, for the Meacham Rock Production Project on the Old Oregon Trail in Umatilla County in the amount of $144,000.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 31, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc C. T. Keasey
Walt Hart
Robert Church
Wendell Schwartz
Wm. C. Ferguson

8732 Shaniko Rock Prod. Proj. 1978
on Shaniko-Fossil Hwy.

8732

September 13, 1978

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On September 7, 1978, we wrote to you concerning release of final payment on Contract No. 8732 awarded to R. J. Taggart Construction Co., Inc. for the Shaniko Rock Production Project on the Shaniko-Fossil Highway in Wasco County.

Final payment on this contract is $5,930.64 and the total contract amount is $119,340.29. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: R. J. Taggart Construction Co., Inc.
2611 - 35th Avenue, N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
Dale Allen

8732

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Shaniko

WEEK ENDING: August 12, 1978

SECTION PREFIX: 33-8322

HIGHWAY: Shaniko - Fossil

COUNTY: Wasco

NAME OF JOB: Shaniko Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: R. J. Taggart Construction Co. Inc.

CONTRACT NUMBER: 8732

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 4, 1978

DATE WORK STARTED: May 12, 1978

ESTIMATED COMPLETION DATE: July 14, 1978

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED COMPLETION DATE: July 31, 1978

PERCENT OF TIME ELAPSED: 81

PROJECT AUTHORIZATION: $ 90,558.05

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 82,649.05

ENGINEERING AUTHORIZATION: $ 7,909.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 142

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 119,589.11

ENGINEERING COST TO DATE: $ 9,100.00

DATE PROJECT WAS COMPLETED: July 14, 1978

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 145 %

PERCENT OF AUTHORIZATION: 115 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| - | - | - | - | - | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | - | | |
| MILES PARTIALLY COMPLETED | | | - | | |
| MILES COMPLETED | | | - | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | 11,000 CY | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | 16,632.7CY | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | 16,632.7CY | | |
| AVERAGE DAILY QUANTITIES | | | 259 CY | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | 0 CY | | |
| NUMBER OF SHIFTS PER DAY | | | 0 | | |
| HOURS PER SHIFT | | | 0 | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 6 | Clear - Hot | - | | |
| MONDAY 7 | Clear - Hot | - | | |
| TUESDAY 8 | Clear - Hot | - | | |
| WEDNESDAY 9 | Clear - Hot | - | | |
| THURSDAY 10 | Fair | - | | |
| FRIDAY | - | - | | |
| SATURDAY | - | - | | |

K
RECEIVED
AUG 14 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No activity |
| MONDAY | No activity |
| TUESDAY | No activity |
| WEDNESDAY | No activity |
| THURSDAY | No activity |
| FRIDAY | No activity |
| SATURDAY | No activity |

## REMARKS

Semi-final estimate and supporting data was submitted to Region office on Friday of this week.

This is Final Report for this project.

SIGNED W. Reid Meritt LOCATION The Dalles, Ore.
W. Reid Meritt

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216 Loc Const Region Res

8732

8

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

**DATE:** July 24, 1978

**TO:** Oregon Transportation Commission

**FROM:** for H. S. Coulter
State Highway Engineer

Wasco Co.

AGENDA
AUG 15 1978
1[illegible] - 1

**SUBJECT:** Request for Increased Project Authorization
Shaniko Rock Production Project
Contract No. 8732

It is anticipated that restoration work needed in the area, particularly on the Sherman and Shaniko-Fossil Highways, will require more aggregate than originally specified by the contract. Due to the remoteness of the area, it was decided to take advantage of the contractor's setup and obtain additional rock at the contract unit price of $7.19 per cubic yard.

Approximately 5,000 additional cubic yards of 1/2"-0" aggregate is needed. This is an increase of $35,950, or a 45 percent increase in the contract amount.

Three thousand dollars of contingencies are retained in the authorization request to cover possible quantity overruns. Engineering will overrun approximately in proportion to the increase in contract amount, $3,091 or 39 percent.

It is recommended that the project authorization for this contract be increased by $38,481.95 (42 percent) to a new total of $129,040.

This matter will be on the consent calendar for your August meeting.

WR:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
Dale D. Allen
Robert Church
George Bell

NOTED
C. W. HEAD

8732 8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 18, 1978

FILE: CON 5 #8732

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
Shaniko Rock Production
Contract No. 8732

It is anticipated that restoration work needed in the area, particularly on the Sherman and Shaniko-Fossil Highways, will require more aggregate than originally specified by the contract. Due to the remoteness of the area, it was decided to take advantage of the contractor's set-up and obtain additional rock at the contract unit price of $7.19/c.y.

Approximately 5,000 additional cubic yards of 1/2"-0 aggregate were therefore produced. This is an increase of $35,950 for a 45% increase in the contract amount.

The project was completed July 14 but the final quantities have not yet been checked. Three thousand dollars of contingencies are therefore retained in the authorization request to cover possible quantity overruns. Engineering will overrun approximately in proportion to the increase in contract amount, $3,091 or 39%.

It is recommended that the project authorization for this contract be increased by $38,481.95 (42%) to a new total of $129,040.

A rough draft letter to the Transportation Commission is attached.

WR:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JUL 21 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

8732

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

**May 26, 1978**

**R. J. Taggart Construction Co., Inc.**
**2611 35th Avenue N.E.**
**Salem, OR 97303**

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8732 for the Shaniko Rock Production Project on the Shaniko-Fossil Highway in Wasco County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

**dda**
Enclosure

**cc** **United Pacific Insurance Company**
**700 N.E. Multnomah, Suite 600**
**Portland, OR 97232**

**United Pacific Insurance Company**
**Fidelity & Surety Department**
**P. O. Box 1216**
**Tacoma, WA 98401**

**bbc** **C. T. Kassey**
**Walt Hart**
**Robert Church**
**Jim Kinne**
**Dale Allen**
**W. Reid Meritt**

8732

May 5, 1978

R. J. Taggart Construction Co., Inc.
2611 35th Avenue, N.E.
Salem, OR 97303

Gentlemen:

Enclosed are three copies of Contract No. 8732 awarded to you on May 4, 1978, for the Shaniko Rock Production Project on the Shaniko-Fossil Highway in Wasco County.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 31, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

bc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
W. Reid Meritt

8733 I-5 @ Nyberg Rd. Intchge. 1978
(Traffic signal installation)

8733

STATE COPY

☆ GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

7-14-8

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Washington | DIVISION<br>Oregon |
| DATE OF REPORT<br>7-14-80 | REPORT MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>I-5-5(60)290 |
| COMPLETION DATE<br>1-19-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>5-7-79 | TIME ELAPSED<br>99 % | CONTRACT TIME<br>250 C.D. |
| APPROVED EXTENSIONS<br>None | LOCATION<br>Intersection of Nyberg Road and the on-off ramps of I-5 | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NYBERG ROAD INTERCHANGE
PACIFIC HIGHWAY
Traffic Signals

RECEIVED
STATE HWY ENGR
JUL 16 '80
REFER TO
Kearney
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

7/16
c/f

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE W. N. Bryant<br>Area Engineer<br>W. N. Bryant | | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE Area Engineer | DATE 7-14-80 | TITLE Field Operations Engineer | DATE 7/15/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8733

8

May 8, 1979

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

Contract No. 8733 awarded to Tice Electric Company for traffic signal installation at the Nyberg Road Interchange Section of the Pacific Highway in Washington County was completed on January 19, 1979, and accepted by the State Highway Engineer on May 7, 1979.

Final payment in the amount of $3,254.83 will be released to the contractor after May 14, 1979. The total contract amount is $91,656.69 including $144.49 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
cc: Tice Electric Company
2139 S.E. Belmont Street
Portland, OR 97214

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8733

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NYBERG ROAD INTERCHANGE

WEEK ENDING: April 21, 1979

SECTION PREFIX: 634-1014

HIGHWAY: PACIFIC

COUNTY: WASHINGTON

NAME OF JOB: NYBERG ROAD INTERCHANGE

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: TICE ELECTRIC COMPANY

CONTRACT NUMBER: 8733

FEDERAL AID PROJECT NUMBER: I-5-5(60)290

DATE OF CONTRACT: MAY 4, 1978

DATE WORK STARTED: SEPTEMBER 6, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 248

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 108,994.46

EXCLUSIVE OF ENGINEERING: $ 99,429.66

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 99,576.50

ESTIMATED PERCENT: OVERRUN 0.2 %

ENGINEERING AUTHORIZATION: $ 9,514.80

ENGINEERING COST TO DATE: $ 9,500.00

PERCENT OF AUTHORIZATION: 99.8 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

DATE PROJECT WAS COMPLETED: JANUARY 19, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | RAMPS | ISLANDS | | WIRING | BASES | POLES | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | 100 | 100 | | 100 | 100 | 100 | | |

| | WEATHER | Calendar DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 15 | Cloudy | 0 | | |
| MONDAY 16 | Showers | 0 | | |
| TUESDAY 17 | Showers | 0 | | |
| WEDNESDAY 18 | Rain | 0 | | |
| THURSDAY 19 | Cloudy | 0 | | |
| FRIDAY 20 | Fair | 0 | | |
| SATURDAY 21 | Fair | 0 | | |

Kessey K
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
APR 24 1979
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| APR SUNDAY 15 | No ACTIVITY |
| APR MONDAY 16 | NO ACTIVITY |
| APR TUESDAY 17 | NO ACTIVITY |
| APR WEDNESDAY 18 | NO ACTIVITY |
| APR THURSDAY 19 | NO ACTIVITY |
| APR 20 FRIDAY | NO ACTIVITY |
| APR 21 SATURDAY | NO ACTIVITY |

## REMARKS

SUMMARY: NO ACTIVITY BY CONTRACTOR. SUBMITTED SEMI-FINAL

ANTICIPATED: This is the last Weekly Report to be submitted.

SIGNED Jerry C Street LOCATION PORTLAND
JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

#9733

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 2, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project I-5-5(60)290
Nyberg Road Interchange
State Force Order No. 4
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Your recent request for approval of the subject State Force Order has been reviewed. Since the signal was apparently phased different than normal as part of an evaluation study by the Traffic Section without our knowledge or approval, your request cannot be approved.

G. K. Hosner
for G. L. Green

cc:
C. T. Keasey (OSHD)

RECEIVED
STATE HWY ENGR
APR 3'79
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  | ✓ |  |  |  |

5-2
[illegible]

8733

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
FEB 14 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

**DATE:** February 2, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Ass't. State Highway Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. I-5-5(60)290

Contract 8733, Work Completed January 19, 1979

Project I-5 @ Nyberg Road Intch.

Highway Pacific

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-18-79
2/13

NOTED
H.S. COULTER

G. K. [illegible]
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
~~C. T. Keasey~~
E. L. Hardt
R. D. Church

Routing
RECEIVED
FEB 13 1979
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes

Richards
Glenn
Berg
Church
Gebauer
Widmer

8735

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

11-1-78

FEDERAL AID PROJECT NO. I-5-5(60)290

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-718

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 4-5-78

DATE AUTHORIZATION EFFECTIVE 10-19-78

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Nyberg Rd. Interchange (South Tigard Interchange-East Portland Freeway)

GENERAL DESCRIPTION OF WORK:

Permanent Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~ANY AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-19-78, as requested in Mr. Keasey's letter of 10-25-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $1,250 - Federal Funds $1,153.

NOTED
F. B. KLABOE

11-3

DATE 11-1-78

SIGNATURE OF APPROVING OFFICIAL G.K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8733

.141

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/17/78
Donald R Rost

9-21-78 Bid Letting ______ All Clear Deadline

SECTION SW BOONES FERRY RD.@ SW NYBERG RD. (TUALATIN)
Highway Beaverton-Tualatin
County Washington Region M
Type of Work Signals, Lt. Turn Funds COMB TRANS
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
|  | ☐ | ☐ | ☐ | ☐ | ☐ |
|  | ☐ | ☐ | ☐ | ☐ | ☐ |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ |

8733

STATE COPY

8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | rm Approved: O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>6-10 2 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Washington |
| MODIFICATION NUMBER | 6-13-78 | Project Number<br>I-5-5 (60) 290 |

(original copy in Contract # 7937)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 1973, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 14,854,118.00 | $ 14,960,919.00 |
| Federal funds | $ 13,387,270.00 | $ 13,485,730.00 |
| Other revisions | | |

This modification is made for the following reasons:
To add a second contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of June, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

Act. State Highway Engineer
(Title)

By ____________________

____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon, May 22, 1978

Federal Aid Project
No. I-5-5 (60) 290

S. Tigard Interch.-E. Portland Hwy. Interch.
Pacific Hwy. in Clackamas & Washington Counties

Project Agreement Estimate for I-5 at Nyberg Rd. Int. Traffic Signal to be added to previous work on this project.

Type Code 7224
Grading and Paving (Sta. 60+00 to Sta. 257+50)

| | | |
|---|---|---|
| Subtotal on previous estimate of September 20, 1973 | | $ 9,346,556.00 |
| **Additional Approved Items** | | |
| EWO 26 Move High Mast Towers No. 3 & 5 | All Required | 45,500.00 |
| SFO 10 Finish & Install Temporary Sign Riders | All Required | 1,550.00 |
| | Increase$ | 47,050.00 |
| | Subtotal$ | 9,393,606.00 |
| | Engineering | 1,127,394.00 |
| | Total$ | 10,521,000.00 |

Structures

Total for structures same as previous estimate of 9-20-73 $ 4,333,118.00

| | |
|---|---|
| Length of Roadway - - - - - - - - - - - - | 3.605 miles |
| Length of Structures (3) - - - - - - - - | 0.131 mile |
| Total | 3.736 miles |

Cost of Roadway Per Mile - - - - - - - - - - - - - - - - - - - - - - - - $ 2,918,446.60

I-5 at Nyberg Rd. Intchge.
Type Code yo 31
Traffic Signal (Sta. "L" 240 + 18.46)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 1,700.00 |
| Temporary Signs | 197 Sq. Ft. | 3.50 | 689.50 |
| Temporary Barricades | 10 only | 35.05 | 350.50 |
| Flagmen | 80 Hr. | 24.00 | 1,920.00 |
| Sidewalk Ramps | 3 only | 350.00 | 1,050.00 |
| Concrete Islands | 10 Cu. Yd. | 225.00 | 2,250.00 |
| Traffic Signal Installation, Complete | All Required | | 84,438.00 |
| | Total | | $ 92,398.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | $ | 1,700.00 |
| | Subtotal | $ | 94,098.00 |
| | Engineering | | 11,953.00 |
| | Engineering (Sig. Cont. Testing) | | 750.00 |
| | Total | $ | 106,801.00 |

Length of Contract - - - - - - - - - - - 0.00 Miles

Work Retained in Program Status
(not included in amounts below)

| | | | |
|---|---|---|---|
| Permanent Signing | All Required | $ | 300.00 |

Summary of Funds (92.24%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $10,521,000.00 | $ 9,707,701.00 | $ 813,299.00 |
| Structures | 4,333,118.00 | 3,998,167.00 | 334,951.00 |
| Credit for Strs. Removed | - | (318,598.00) | 318,598.00 |
| Traffic Signals | 106,801.00 | 98,513.00 | 8,288.00 |
| Totals | $14,960,919.00 | $13,485,783.00 | $1,475,136.00 |

Group 1-97%, Group 8-1%, Group 9-2%

Contract No. 7937

Prefix No. 634-1061

Group 1-100%

Contract No. 8733

Prefix 634-1014

8733

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 19, 1978

Tice Electric Company
2139 S.E. Belmont Street
Portland, OR 97214

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8733 for traffic signal installation on the Nyberg Road Interchange Section of the Pacific Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dde
Enclosure

cc Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
H. M. Fillmore
L. E. George

TICE ELECTRIC COMPANY
2139 S. E. Belmont Street
Portland, Oregon 97214

# Transmittal Memorandum

To: Oregon Transportation Commission
Department of Transportation
Address: Highway Division
121 Transportation Building
City: Salem, Oregon 97310

Date: May 15, 1978
Job: Nyberg Road Interchange
Traffic Signal Installation

We are forwarding the following:

☒ Attached ☐ Under Separate Cover

| Drawing No. | No. of Copies | Title or Description | Date |
|---|---|---|---|
|  | 2 | Signed Contracts and Performance Bond |  |

Remarks:

NOTED
C. W. HEAD

RECEIVED
MAY 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TICE ELECTRIC COMPANY
By G S Gregersen
Gordon S. Gregersen - Project Manager

Please:

☐ Transmit to approving authority.

☐ Check for approval.

☐ Return ________ copies to this office.

1672

8733

8

May 5, 1978

Tice Electric Company
2139 S. E. Belmont Street
Portland, OR 97214

Gentlemen:

The Oregon Transportation Commission on May 4, 1978, accepted your proposal for traffic signal installation on the Nyberg Road Interchange of the Pacific Highway in Washington County for the sum of $92,338 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence was received and the State Highway Engineer that same day awarded you the project which has been assigned Contract No. 8733.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after your receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 17, 1978.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

fkm
Att.
cc Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland

C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
H. M. Fillmore
L. E. George
SAIF

8733 4-5-78 8

U.S. DEPARTMENT OF TR ORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

**FEDERAL AID PROJECT NO.** I-5-5(60)290

**STATE PROJECT NO.** See Below

**COUNTY NAME** Washington

**PROGRAM STAGE (Check)** ☐ 1. ☐ 2.

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**PROGRAM NO.**

**ITEM NO.** I-718

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER<br>STATE ROUTE NUMBER |
|---|---|---|
| 4-5-78 | 4-5-78 | Interstate 5<br>Primary 1 |

**GENERAL LOCATION:**

"Nyberg Road Interchange" (South Tigard Interchange-East Portland Freeway)

**GENERAL DESCRIPTION OF WORK:**

Traffic Signal

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) : Permanent Pavement Striping (SF) $1,700.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $102,071, Federal funds $94,150.

A signed copy of the Title Sheet is returned herewith.

Swan w/one
4-10

NOTED
D. KLABOE

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4-5-78 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

STATE OF OREGON

5733

**INTEROFFICE MEMO**

December 1, 1977

TO:

J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)

George Bell
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
Gerald Wimer (1)
B. L. Gifford
R. N. Bothman - Metro

BEN GIFFORD

FROM:

DHMoehring
D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
Nyberg Road Intersection Signal
Beaverton-Tualatin Highway No. 141
Washington County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG:dpy

Attachment

cc: E. S. Hunter

81.125.1307

Form FHWA 121 (Rev. 5-73)

8733

UNITED STATES GOVERNME

DEPA IENT OF TRANSPORTAT

FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

# Memorandum

DATE: November 15, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. TQM-9091(-)
Nyberg Road Intersection Signal
Beaverton-Tualatin Highway No. 141
Washington County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Wimer's October 26, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Markham, Reg 1)

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ 9 OPE ☐
NOV 2[illegible] 1977
File: PM
TAA LG

RECEIVED
TECHNICAL SERVICES
NOV 21 '77
REFER TO
Wimer
FOR
Info Invst R/D D/R Sign Act File

BEN GIFFORD

CATEGORY 3 PROJECT

NON-MAJOR

TQM-9091 (-)

## OREGON STATE HIGHWAY DIVISION
## PROJECT ASSESSMENT

### PART 1. GENERAL INFORMATION

**A. Project Identification:**

Date October 20, 1977

Section Nyberg Road Intersection Signal

Unit (if appl)

County Washington

City Tualatin

Highway Beaverton-Tualatin Highway

State Hwy. No. 141 (FAU 9091)

Termini: M.P.(if appl) MP 9.38

Length

Region METRO

Construction Estimate $44,000 Program Amount

---

**B. Purpose of Project:**

To provide increased control of traffic movements at this intersection.

---

**C. Origin & History of Project:** The City has requested the project and has cited congestion and driver uncertainty about the existing free right turn from northbound Beaverton-Tualatin Highway to eastbound Nyberg Road as a problem. Peak hour congestion is a worsening problem at this intersection.

---

**D. General Description of Project:** Would provide a traffic signal and some improved channelization.

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2-3 ; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 12,500 ; Projected ADT 6000/5000*; Yr. 2000

Existing Level of Service ____

Proposed Facility: Projected ADT 6,000/5,000* ; Yr. 2000

Projected Level of Service ____

* Assumes construction of new circulation proposed in the Tualatin Urban Renewal Plan

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Service station on the northeast corner will donate a 5' triangle if needed.

Acres________; Type of Relocation Req.________________; No. ______.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Minimal - to be determined during PE

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No-build - would retain the existing three-way stop intersection and continue traffic confusion at the intersection.

Other Descriptive Information or Comments:

(Attach project sketch map.)

## RT II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The topography of the area is generally flat and is within the 20-year flood plain of the Tualatin River--as is much of the City of Tualatin. No significant amounts of natural vegetation exists at the project site.

2. Cultural:

The project is located in the older district of the City of Tualatin. The original City Hall is south of the intersection on the east side. A service station and a retail lumber-hardware store are located on the easterly corners of the intersection.

A Burlington Northern Rail line parallels the Beaverton-Tualatin Highway on the west side.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No significant effects expected unless a larger amount of right-of-way is needed from the service station. Greater right-of-way acquisition on the property would adversely affect the business.

2. Estimated Impact on Traffic Patterns: The project would not directly affect traffic patterns, but would improve flows at the intersection and reduce traffic queues for some movements. Out-of-direction detours to avoid the intersection might be reduced.

   Consequences--Air Quality, Noise, Safety, etc.:

   No significant effects

3. Estimated Impact on Land Use:

   No significant effects

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   No significant effects

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   No significant effects

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Business frontages on east sides of intersection

7. Potential for Controversial Issues:

None expected

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - consistent

b. Noise Standards - no measurable changes expected. No sensitive receptors affected. No mitigation of existing noise levels is feasible in the scope of this project, but will be covered under a separate future realignment project. This is the Noise Study Report per FHPM-773.

c. Water Quality Standards - no water courses affected. Consistent.

d. Area Land Use and Transportation Plans, and Zoning

Consistent with the Tualatin Urban Renewal and circulation plans.

---

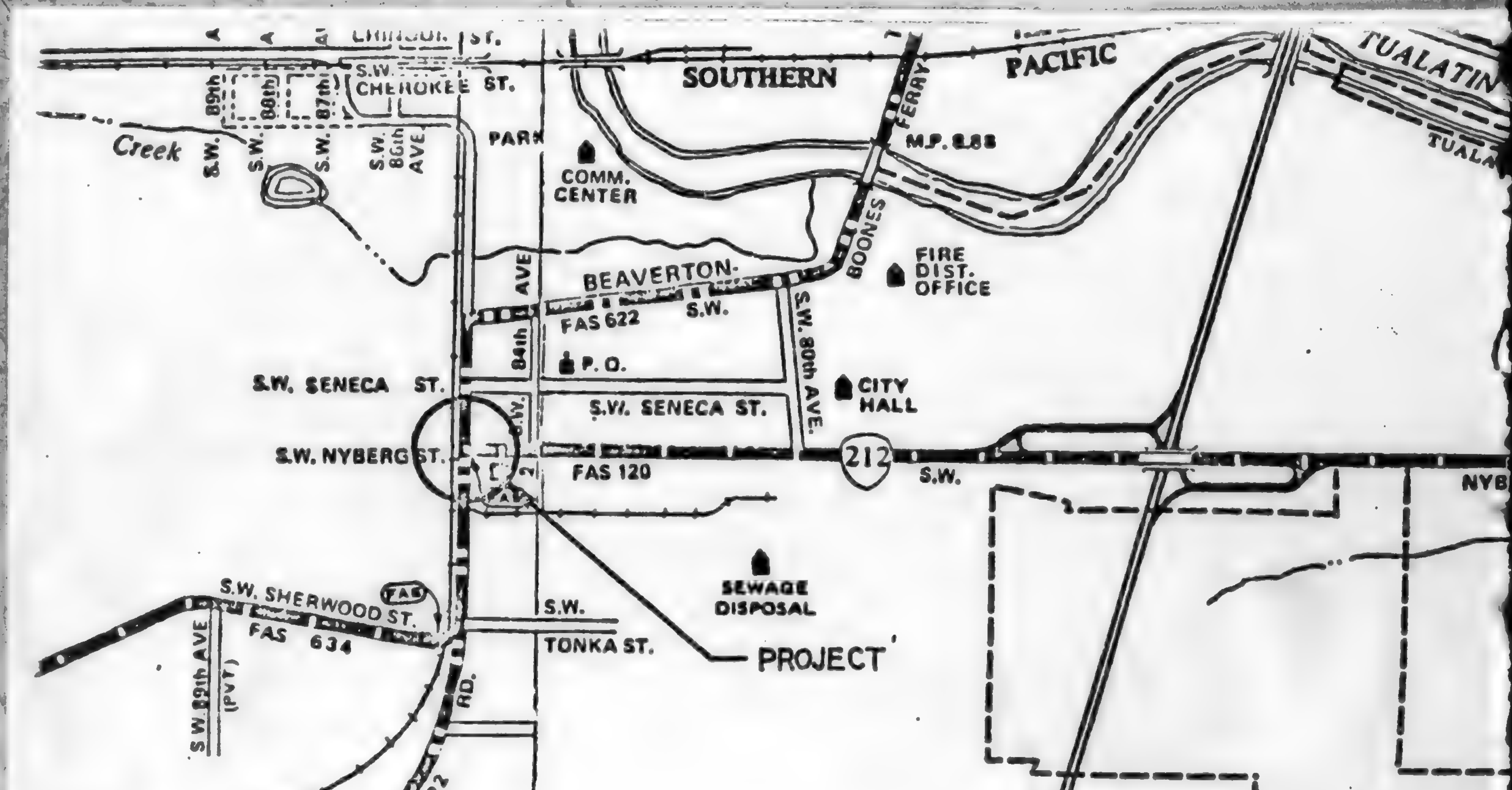
C. Recommended Type of Action and Documentation:

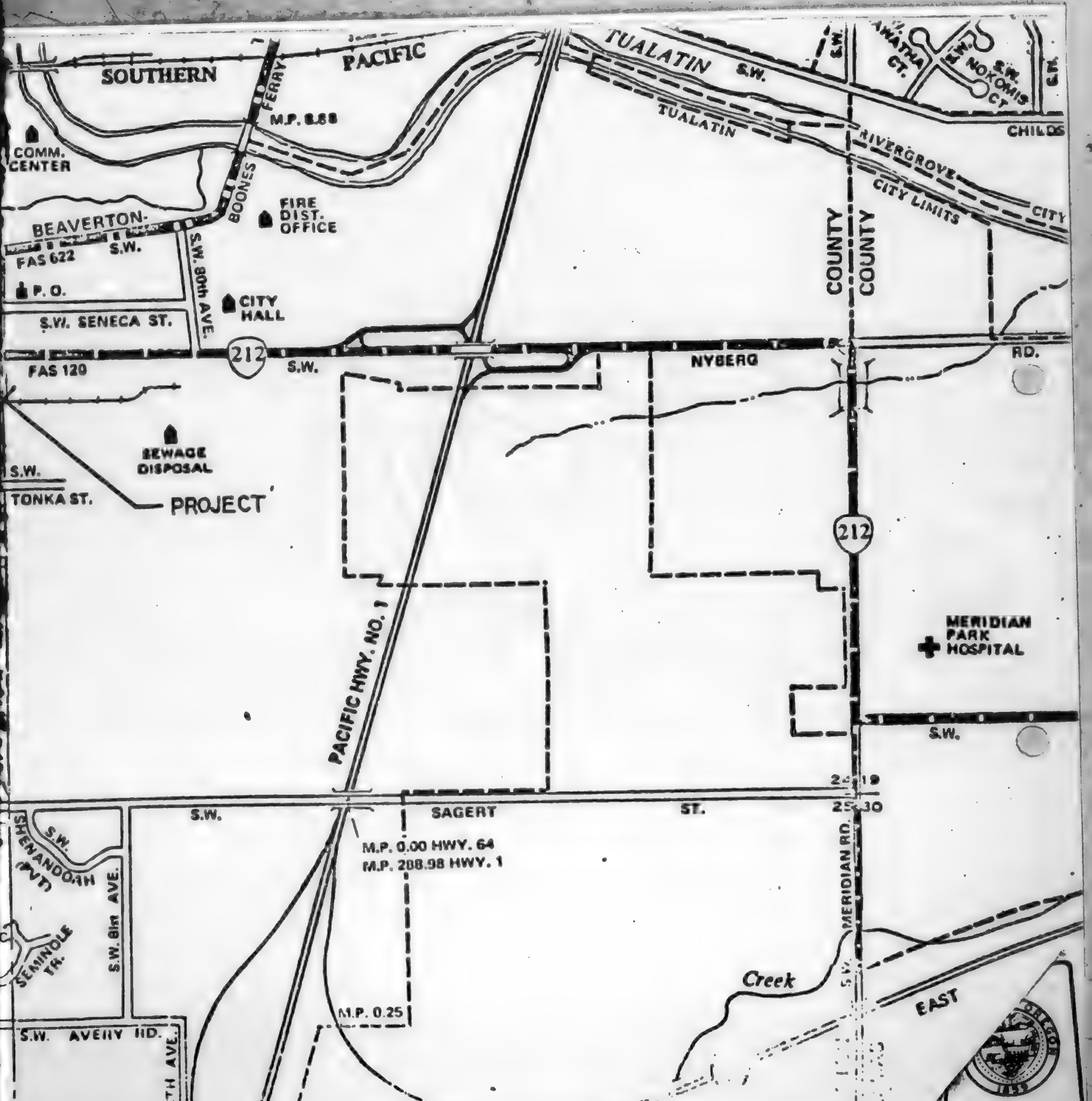
| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _x_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation: The project is small in size and scope and is expected to cause no significant adverse changes in the human environment. Right-of-way needs are not expected to be of a significance or size which would need further environmental analysis.

---

D. Recommended Project Category: _____ 1 _____ 2 __x__ 3 _____ 4


SOUTHERN
PACIFIC
TUALATIN
S.W. CHEROKEE ST.
ST.
S.W. 89th
S.W. 88th
S.W. 87th
S.W. 86th AVE.
Creek
PARK
COMM. CENTER
FERRY
M.P. 8.88
BOONES
FIRE DIST. OFFICE
BEAVERTON-
FAS 622
S.W.
84th AVE
S.W. 80th AVE.
P.O.
S.W. SENECA ST.
S.W. SENECA ST.
CITY HALL
S.W. NYBERG ST.
FAS 120
212
S.W.
NYB
SEWAGE DISPOSAL
PROJECT
S.W. SHERWOOD ST.
FAS
FAS 634
S.W. 89th AVE (PVT)
S.W.
TONKA ST.
RD.
FAS 622
NO. 141
FERRY
PACIFIC HWY. NO. 1
SAGERT
ST.
23
24
26
25
S.W.
SAGERT
ST.
M.P. 0.00 HWY. 64
M.P. 288.98 HWY. 1
S.W. APACHE DR.
S.W.
CREE
CIR.
S.W. COMANCHE WAY
86th AVE.
S.W. SHENANDOAH (PVT)
S.W. MODOC CT.
SEMINOLE TR.
S.W. 81st AVE.
S.W. SEMINOLE TRAIL
S.W.
BOONES
ST.
S.W. AVERY RD.
M.P. 0.25
AVE.
ST.
AVE.


SOUTHERN
PACIFIC
TUALATIN
S.W.
HIAWATHA CT.
S.W. NOKOMIS CT.
CHILDS
TUALATIN
RIVERGROVE
CITY LIMITS
CITY
FERRY
M.P. 8.88
BOONES
COMM. CENTER
FIRE DIST. OFFICE
BEAVERTON-
FAS 622
S.W.
S.W. 80th AVE.
P.O.
CITY HALL
S.W. SENECA ST.
COUNTY
COUNTY
212
S.W.
NYBERG
RD.
FAS 120
SEWAGE DISPOSAL
S.W.
TONKA ST.
PROJECT
212
MERIDIAN PARK HOSPITAL
PACIFIC HWY. NO. 1
S.W.
24 19
25 30
S.W.
SAGERT
ST.
M.P. 0.00 HWY. 64
M.P. 288.98 HWY. 1
S.W. SHENANDOAH (PVT)
S.W. 81st AVE.
SEMINOLE TR.
MERIDIAN RD.
S.W.
Creek
EAST
M.P. 0.25
S.W. AVERY RD.
85TH AVE.

8755

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 16, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Signalization of ramp terminals
I-5 and Nyberg Road Interchange
Tualatin (Washington County)
Planning File No. 77-105

The subject project would signalize ramp terminals at the subject interchange. Traffic is presently controlled by stop signs at the off-ramp terminals. Existing channelization would be used. Only installation of signals, support poles, and suspension would be required.

Signal warrants place the interchange high in statewide priority. The interchange is the major access from I-5 to the city of Tualatin and Meridian Hospital. Peak traffic volumes warrant signalization to provide adequate turning opportunities.

By agreement with DEQ, an indirect source permit is not required. The subject signal project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Major.

No noise study report required; FHPM 7-7-3 not applicable.

GAP:cjh

cc: E. S. Hunter ✓
R. N. Bothman
Craig Markham

RECEIVED
TECHNICAL SERVICES
AUG 17 '77
REFER TO
FOR

| Info | Inves | R/W | [illegible] | Ign | [illegible] | [illegible] |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8733

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

July 18, 1977

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

Seven signalization projects have been identified for an accelerated program, funded through State Transitional Quarter funds, on various state highways in the CRAG area. These signalization projects rank high on the statewide traffic signal priority list and are shown in the Special Supplemental Preservation Project section of the Six Year Program for funding in FY78 and 79. These projects, which are being accelerated for immediate implementation, are as follow:

1. Nyberg Road Interchange (Ramp Terminals), Pacific Highway (I-5) - 2 signals estimated at $150,000.
2. Jantzen Beach Interchange, Pacific Highway (I-5) - 2-phase signal estimated at $36,000.
3. McDonald Road (Tigard), Pacific Highway West - 3-phase signal estimated at $81,000.
4. 170th Avenue (Washington County), Tualatin Valley Highway - 3-phase signal estimated at $62,000.
5. 22nd Avenue (Milwaukie), Pacific Highway East - 2-phase signal estimated at $59,500.
6. Greenburg Road Interchange (Ramp Terminals), Beaverton-Tigard Highway - 2 signals estimated at $80,000.
7. Nyberg Road (Tualatin), Beaverton-Tualatin Highway - 3-phase signal estimated at $44,000. — copy #8825

For information, a signalization project for 170th and Farmington Highway is also begin accelerated through our Title II program.

The project requests for the seven signalization projects are being introduced for consideration at the July 22, 1977, TTAC meeting. Additionally, by copy of this letter, TTAC members are being advised of our proposed request to incorporate the seven signal projects in the FY77 element of the TIP.

Your assistance in incorporating these projects in the Annual Element is requested. Due to the potential for early implementation, CRAG Board approval is needed in order for the projects to receive P. S. & E. approval late this summer.

These projects were included in our response to Mr. Ockert's solicitation letter for projects to be incorporated in the CRAG Transportation Improvement Program, shown in later funding years.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

~~Attachments~~

cc: TTAC Members
F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. H. Versteeg
E. L. Hardt
L. E. George
B. L. Gifford
Robert Judson
M. C. Holmes
G. A. Potter

8733

8

1859

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 1**

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 13, 1977

Ms. Yvonne Addington
City Administrator
City of Tualatin
P. O. Box 426
Tualatin, OR 97062

Dear Ms. Addington:

A review of the traffic conditions at the Nyberg Road interchange on I-5, as set forth in your letter of October 19, has been completed.

I am pleased to share with you that signalization for both of these ramp terminals qualify for Interstate Safety funds and the Highway Division will be working towards scheduling a contract in July or August of 1977.

Thank you again for bringing this matter to our attention.

Very truly yours,

ORIGINAL SIGNED BY
R. W. FAILMEZGER

Ronald W. Failmezger
Region Traffic Engineer

RWF/ggw

bc: F. B. Klaboe
H. S. Coulter
R. L. Schroeder
L. E. George
W. J. Hart
W. W. Geibel

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO
FOR

|  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| Info | Inves | R/D | D/R | Sign | Act | File |

NOTED
H.S.COULTER

Form 81-734-3122

8733

8

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 12, 1977

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Proposed Signalization
Nyberg Road Interchange
I-5
City of Tualatin

Attached is correspondence regarding the need for traffic signals at the two ramp terminals at the subject location. Note particularly Ron Failmezger's December 6 letter which indicates that traffic signal volume warrants are met at both intersections. Attached to his report are 16-hour manual traffic counts.

Would you please program this project with FHWA for Interstate Safety Funds. The estimated cost is $150,000 for the two traffic signals and interconnection.

I suggest that we aim for an August letting for this project.

Very truly yours,

L. E. George
Traffic Engineer

DT:rw

cc: H. S. Coulter
R. L. Schroeder
C. T. Keasey
W. J. Hart

NOTED
R. L. SCHROEDER

RECEIVED
JAN 13 1977
Office of
Assistant State Highway Engineer

8733

9

FORM E-30X

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE January 7, 1977

TO Marion Craft
Region I Construction Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Proposed Signalization
Nyberg Road Interchange
I-5 - City of Tualatin
Contract 7937

The signalization project at Nyberg Road Interchange on Interstate 5 near the city of Tualatin will qualify for I Safety Funds and may be scheduled for a July or August letting.

The proposed work should not be added to Contract 7937.

Bud George will see to initiating the contract and programming the project for Safety Funds.

ESH:ja

cc H. S. Coulter
R. L. Schroeder (enc.)
L. E. George
C. T. Keasey

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
December 22, 1976

Routing
✓ Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
DEC 23 1976
CONSTRUCTION
SECTION

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: NYBERG ROAD INTERCHANGE
I-5 City of Tualatin
Contract No. 7937

TO: C. T. KEASEY
Construction Engineer

RECEIVED
STATE HWY ENGR
JAN 6 '77
REFER TO
FOR
| Info | Inves | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Attached is a packet of correspondence and other information concerning proposed signalization at this intersection.

This project probably should have been included with the just completed adjacent freeway widening project, and considering the amount of money involved and the late date, it may not be possible or appropriate to add it to the South Tigard Interchange - East Portland Freeway Interchange Section. I've talked to Wally Bryant about this, and he says "no problem". He is aware of the need for signals, and will go along with whatever we can work out. George Hopkins said about the same thing, that if we could add it to the existing freeway contract, fine, but if not, it would become just a normal signal project and would have to go through the normal process these projects go through./

What I'm asking is this--is it possible to some way add this signal project onto the existing freeway project, contract number 7937, and go ahead and free the contractor from his obligations and get his project retainage and other money back to him, or should we run it through the normal project development process and eventually let a separate contract for the work?

If you need more information, please let me know.

MC/lms
Attachment

12-23-76

Ed Hunter -

The S. Tigard Inter. - E. Portland Fwy project is virtually completed, and considering the amount of money involved ($40,000 $50,000)), I recommend we go the separate contract route.

$90,000

C T Keasey

CC: Marion Craft

RECEIVED
STATE HWY ENGR
DEC 27 '76
REFER TO
Bud George
FOR
| Info | Inves | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

How can we fund and when can we let?
Ed H

RECEIVED
DEC 30 1976
TRAFFIC ENGINEERING

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

December 6, 1976

FROM: Ronald W. Failmezger
RONALD W. FAILMEZGER
Region Traffic Engineer

TO: WALT HART
Region Engineer

SUBJECT: TRAFFIC SIGNAL INVESTIGATIONS
Pacific Hwy.
Nyberg Road Interchange
I-5
City of Tualatin
Hwy. No. 1
MP 289.50
Contract No. 7937

I was in the process of investigating the I-5 ramp terminals to Nyberg Road at the time we received a request from the City of Tualatin routed through the Salem office. The request was from Ms. Yvonne Addington, City Administrator for Tualatin, requesting the State study the situation for a short- or long-range solution.

The South Tigard Interchange-East Portland Freeway contract, which is near completion, has spanned over at least three years and before that the designing may have taken a couple of years, so consideration for traffic signals at these ramps was not given. I do not have the projected volumes for these ramp terminals, but it is obvious that these ramps are suffering because of the high volume on Nyberg Road at this time.

The attached sixteen hour manual traffic counts as factored to twenty-four hours show that both of these ramps meet traffic signal volume warrants quite easily. Before sending an answer through the Salem office, I would suggest that we pursue financing traffic signals at both ramp terminals as part of the contract. Each three phase, full actuated unit would cost $40,000 and if they were interconnected there should be an extra $10,000 estimated cost.

It is recommended that these locations be signalized if this financing can be accomplished.

RWF/ggw

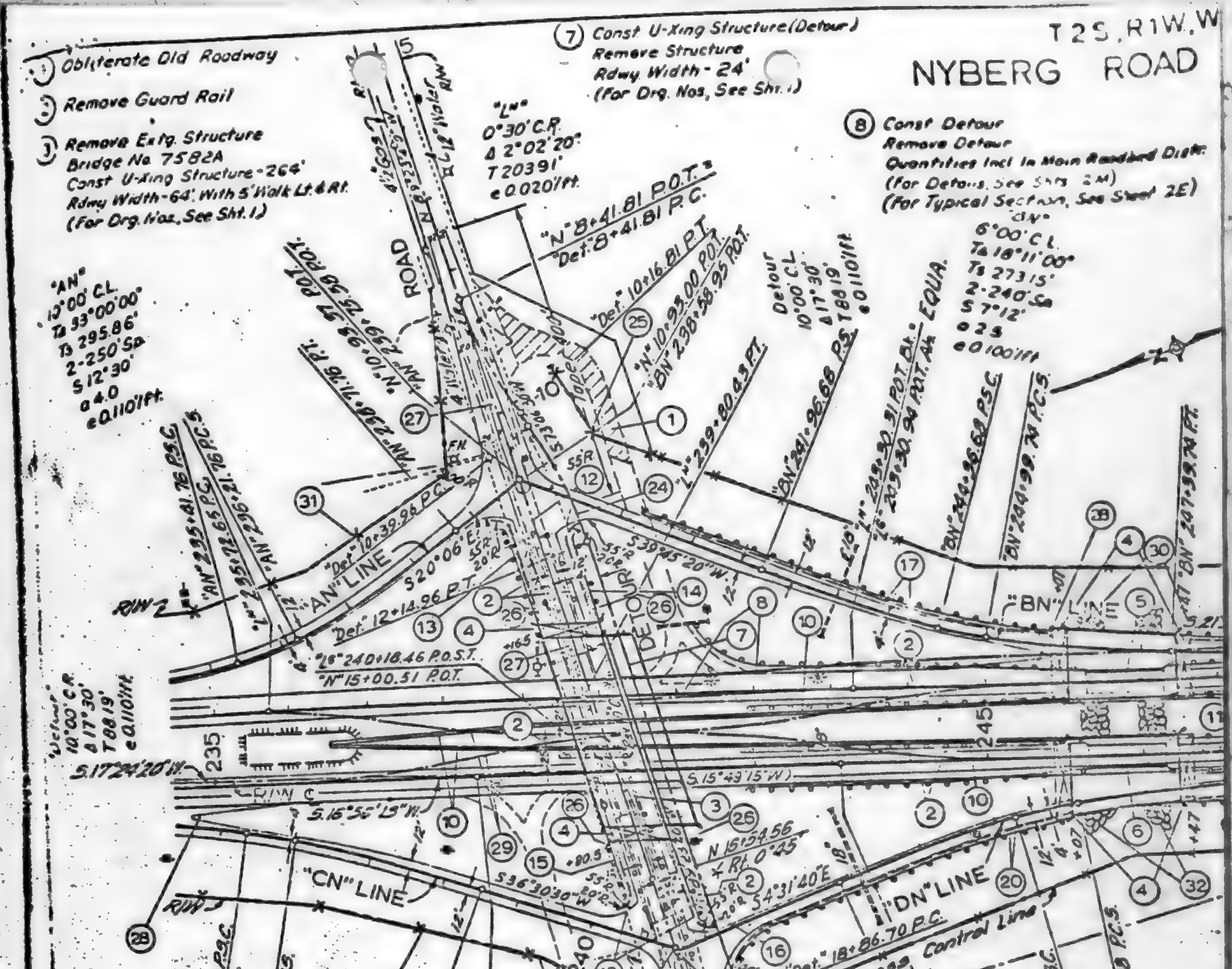
cc: Bill Geibel

Attachment

SE RE RME RTE
RECEIVED
TE RSM
UE [illegible] RSC
SO REGION 1 RDE

T2S, R1W, W

# NYBERG ROAD



① Obliterate Old Roadway

② Remove Guard Rail

③ Remove Extg. Structure
Bridge No. 7582A
Const U-Xing Structure-264'
Rdwy Width-64' With 5' Walk Lt & Rt.
(For Drg. Nos., See Sht. 1)

⑦ Const U-Xing Structure (Detour)
Remove Structure
Rdwy Width - 24'
(For Drg. Nos, See Sht. 1)

⑧ Const Detour
Remove Detour
Quantities Incl In Main Roadbed Dist.
(For Detours, See Shts. 2M)
(For Typical Section, See Sheet 2E)

④ Const Reinf. Conc. Bridge Panels (6 Total)
Drg No. 2070

⑤ Remove Extg Structure (As Required)
Bridge No 7494
Const O-Xing Structure -140'
Rdwy Width-Variable
(For Drg. Nos, See Sht. 1)

⑥ Remove Extg. Structure
(As Required)
Bridge No. 7494B
Const. O-Xing Structure -140'
Rdwy Width-Variable
(For Drg. Nos, See Sht. 1)

"LN"
0°30' C.R.
Δ 2°02'20"
T 203.91'
e 0.020'/Ft.
"AN"
10°00' C.L.
Ta 33°00'00"
Ts 295.86'
2-250' Sp.
S 12°30'
a 4.0
e 0.110'/Ft.
"DN"
6°00' C.L.
Ta 18°11'00"
Ts 273.15'
2-240' Sp.
S 7°12'
a 2.5
e 0.100'/Ft.
"Detour"
10°00' C.L.
Δ 17°30'
T 88.19'
e 0.110'/Ft.
"CN"
5°00' C.R.
Ta 16°27'30"
Ts 291.00'
2-250' Sp.
S 6°15'
a 2.0
"DN"
6°00' C.R.
Ta 19°28'00"
Ts 284.17
2-240' Sp.
S 7°12'
a 2.5
e 0.100'/Ft.
"LS"
0°06' C.R.
Δ 0°28'07"
T 234.31'
e Normal
"Detour"
10°00' C.R.
Δ 8°00'
T 40.00'
e 0.110'/Ft.
"Detour"
10°00' C.L.
Δ 7°15'
T 36.30'
"Detour"
10°00' C.R.
Δ 17°30'
T 88.19'
e 0.110'/Ft.
ROAD
NYBERG
"AN" LINE
"BN" LINE
"CN" LINE
"DN" LINE
DETOUR
Access Control Line
R/W
R/W ℄
"N" 8+41.81 P.O.T. =
"Det." 8+41.81 P.C.
"Det." 10+16.81 P.T.
"N" 10+93.00 P.O.T. =
"BN" 238+58.95 P.O.T.
"LS" 239+80.43 P.T.
"DN" 241+96.68 P.S.
"LS" 243+30.31 P.O.T. Bk. = EQUA.
"LS" 203+30.94 P.O.T. Ah.
"DN" 244+96.68 P.S.C.
"DN" 244+99.74 P.C.S.
"DN" 247+33.74 P.T.
"Det." 10+39.96 P.C.
"Det." 12+14.96 P.T.
"LS" 240+18.46 P.O.S.T.
"N" 15+00.51 P.O.T.
"AN" 235+41.76 P.S.C.
"AN" 235+72.65 P.C.
"AN" 236+21.76 P.C.S.
S 20°06' E
S 39°45'20" W
S 17°24'20" W
S 15°49'15" W
S 15°55'15" W
S 36°30'30" W
S 4°31'40" E
N 15+54.56
Rt. 0.25
N 8°23'40" W
N 81°23'40" W
"Det." 18+86.70 P.C.
"CN" 235+42.39 P.S.C.
"CN" 236+00.39 P.C.S.
"CN" 238+30.39 P.T.
"LS" 238+49.29 P.C.
"N" 17+51.79 P.O.T.
"CN" 241+18.82 P.O.T.
"Det." 19+66.70 P.T.
"N" 17+34.74 P.O.T.
"DN" 240+58.91 P.O.T.
"DN" 242+88.84 P.S.
"DN" 243+12.94 P.T. Bk. =
"LS" 243+14.47 P.O.T. Ah.
EQUA.
"DN" 245+28.84 P.S.C.
"DN" 246+13.28 P.C.S.
"Det." 23+93.37 P.C.
"Det." 24+64.87 P.T. =
"N" 24+54.80 P.O.T.
Taper 240'
Taper 480'
10' Walk
55' R
20' R
235
240
245
10
15
20
24
25
1
2
4
5
6
7
8
10
12
13
14
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16
17
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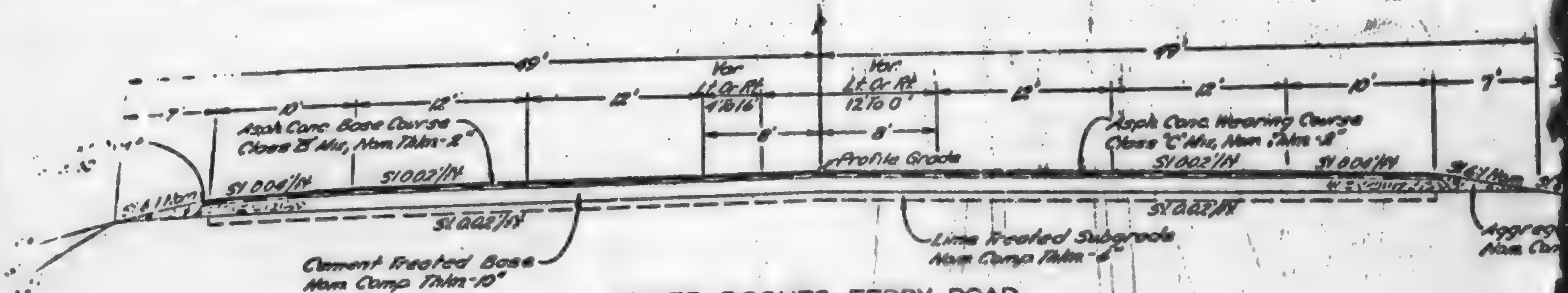
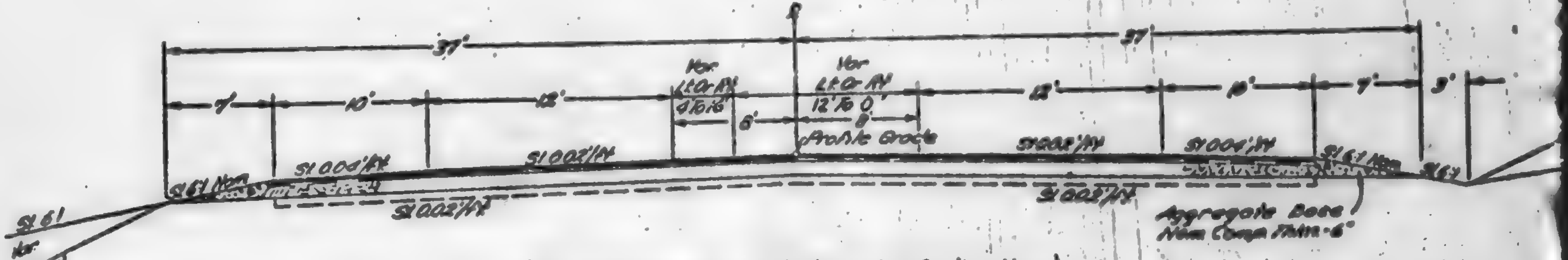


49'
49'
7'
10'
12'
12'
Var Lt Or Rt 4' To 16'
Var Lt Or Rt 12' To 0'
12'
12'
10'
7'
8'
8'
Asph Conc Base Course Class "B" Mix, Nom Thkn-2"
Asph Conc Wearing Course Class "C" Mix, Nom Thkn-2"
Profile Grade
Sl 6:1 Nom
Sl 0.04'/Ft
Sl 0.02'/Ft
Sl 0.02'/Ft
Sl 0.04'/Ft
Sl 6:1 Nom
Sl 0.02'/Ft
Sl 0.02'/Ft
Cement Treated Base Nom Comp Thkn-10"
Lime Treated Subgrade Nom Comp Thkn-6"
Aggreg
Nom Com

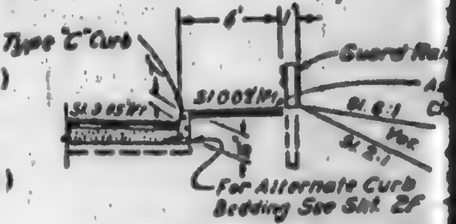
LOWER BOONES FERRY ROAD
STA "LB" 0+00 To STA "LB" 7+40 (Taper Section)
"LB" 7+40 To "LB" 25+02.28



37'
37'
7'
10'
12'
Var Lt Or Rt 4' To 16'
Var Lt Or Rt 12' To 0'
6'
8'
12'
10'
7'
3'
Profile Grade
Sl 6:1 Nom
Sl 0.04'/Ft
Sl 0.02'/Ft
Sl 0.02'/Ft
Sl 0.04'/Ft
Sl 6:1 Nom
Sl 6:1
Sl 0.02'/Ft
Sl 0.02'/Ft
Sl 6:1
Var
Sl 2:1
Aggregate Base Nom Comp Thkn-6"

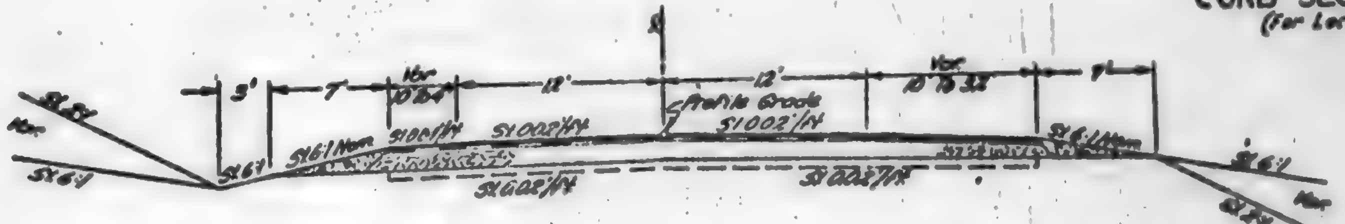
(For Surfacing Details Not Shown, See Section Above)

NYBERG ROAD
STA "N" 7+50 To STA "N" 10+50 (Taper Section)
"N" 10+50 To "N" 13+16.50
"N" 13+16.50 To "N" 15+80.50 (Structure)
"N" 15+80.50 To "N" 18+40
"N" 18+40 To "N" 23+30 (Taper Section)



6'
Type "C" Curb
Guard Rai
Sl 0.05'/Ft
Sl 0.07'/Ft
Sl 6:1
Var
Sl 2:1
For Alternate Curb Bedding See Sht. 2F

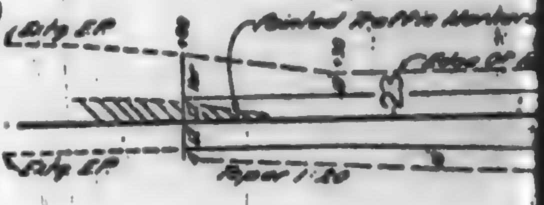
CURB SECTION, LT.
(For Location, See Plan



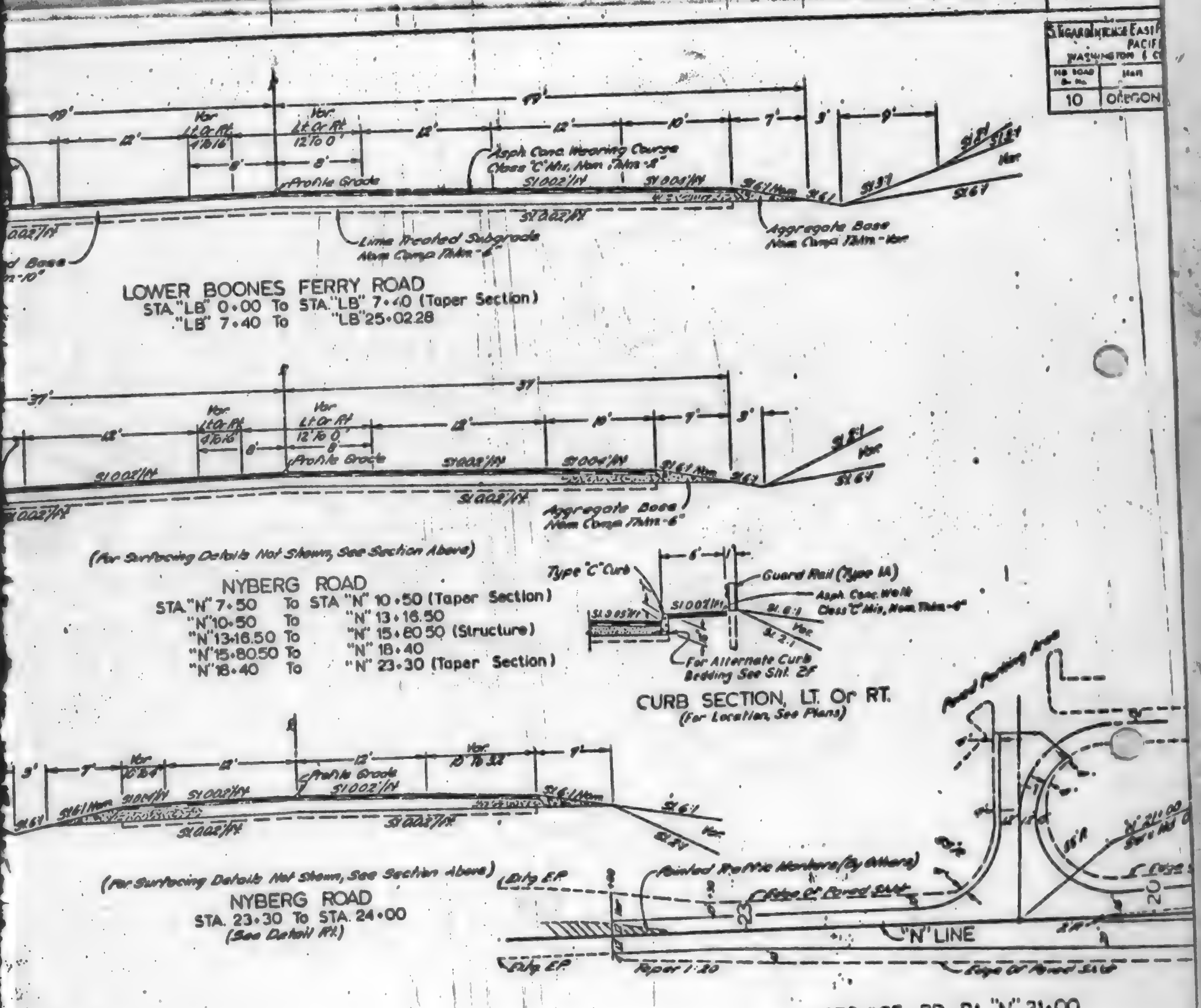
3'
7'
Var 10' To 4'
12'
12'
Var 10' To 3.5'
9'
Profile Grade
Sl 0.02'/Ft
Sl 6:1
Var
Sl 6:1
Sl 6:1
Sl 6:1 Nom
Sl 0.04'/Ft
Sl 0.02'/Ft
Sl 6:1 Nom
Sl 0.02'/Ft
Sl 0.02'/Ft
Sl 6:1
Var
Sl 2:1

(For Surfacing Details Not Shown, See Section Above)

NYBERG ROAD
STA. 23+30 To STA. 24+00
(See Detail FX)



Exty E.P.
Painted Traffic Marker
Exty E.P.
Taper 1:20


10
OREGON
49'
Var
Lt Or Rt
4 To 16
Var
Lt Or Rt
12 To 0
8'
12'
12'
12'
10'
7'
3'
9'
Profile Grade
Asph Conc Wearing Course
Class "C" Mix, Nom Thkn -2"
Sl 002'/Ft
Sl 6:1 Nom
Sl 6:1
Sl 3:1
Sl 2:1
Sl 6:1
Var
Lime Treated Subgrade
Nom Comp Thkn -6"
Aggregate Base
Nom Comp Thkn - Var
37'
37'
Sl 004'/Ft
Aggregate Base
Nom Comp Thkn -6"
Type "C" Curb
6'
Guard Rail (Type 1A)
Asph Conc Walk
Class "C" Mix, Nom Thkn -2"
For Alternate Curb
Bedding See Sht. 2F
Var
10 To 32
Paved Parking Area
Edg E.P.
Painted Traffic Markers (By Others)
Edge Of Paved Shldr
"N" LINE
Edg E.P.
Taper 1:20
Edge Of Paved Shldr
20
SCALE
0
40
80
FEET

## LOWER BOONES FERRY ROAD

STA."LB" 0+00 To STA."LB" 7+40 (Taper Section)
"LB" 7+40 To "LB" 25+02.28

(For Surfacing Details Not Shown, See Section Above)

## NYBERG ROAD

STA."N" 7+50 To STA "N" 10+50 (Taper Section)
"N" 10+50 To "N" 13+16.50
"N" 13+16.50 To "N" 15+80.50 (Structure)
"N" 15+80.50 To "N" 18+40
"N" 18+40 To "N" 23+30 (Taper Section)

## CURB SECTION, LT. Or RT.

(For Location, See Plans)

(For Surfacing Details Not Shown, See Section Above)

## NYBERG ROAD

STA. 23+30 To STA. 24+00
(See Detail Rt.)

## SERVICE RD Rt "N" 21+00

(For Location, See Sht. 4D)
(For Profile, See Sht. 10C)

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Pacific Highway at Nyberg Inter.
Southbound Off ramp

## TRAFFIC SIGNAL WARRANT COMPARISON*

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) | 1008 | 727 | 713 | 661 | 670 | 856 | 1124 | 924 |
| Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach) | 378 | 353 | 352 | 318 | 295 | 379 | 549 | 503 |
| Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) | – | – | – | – | – | – | – | – |

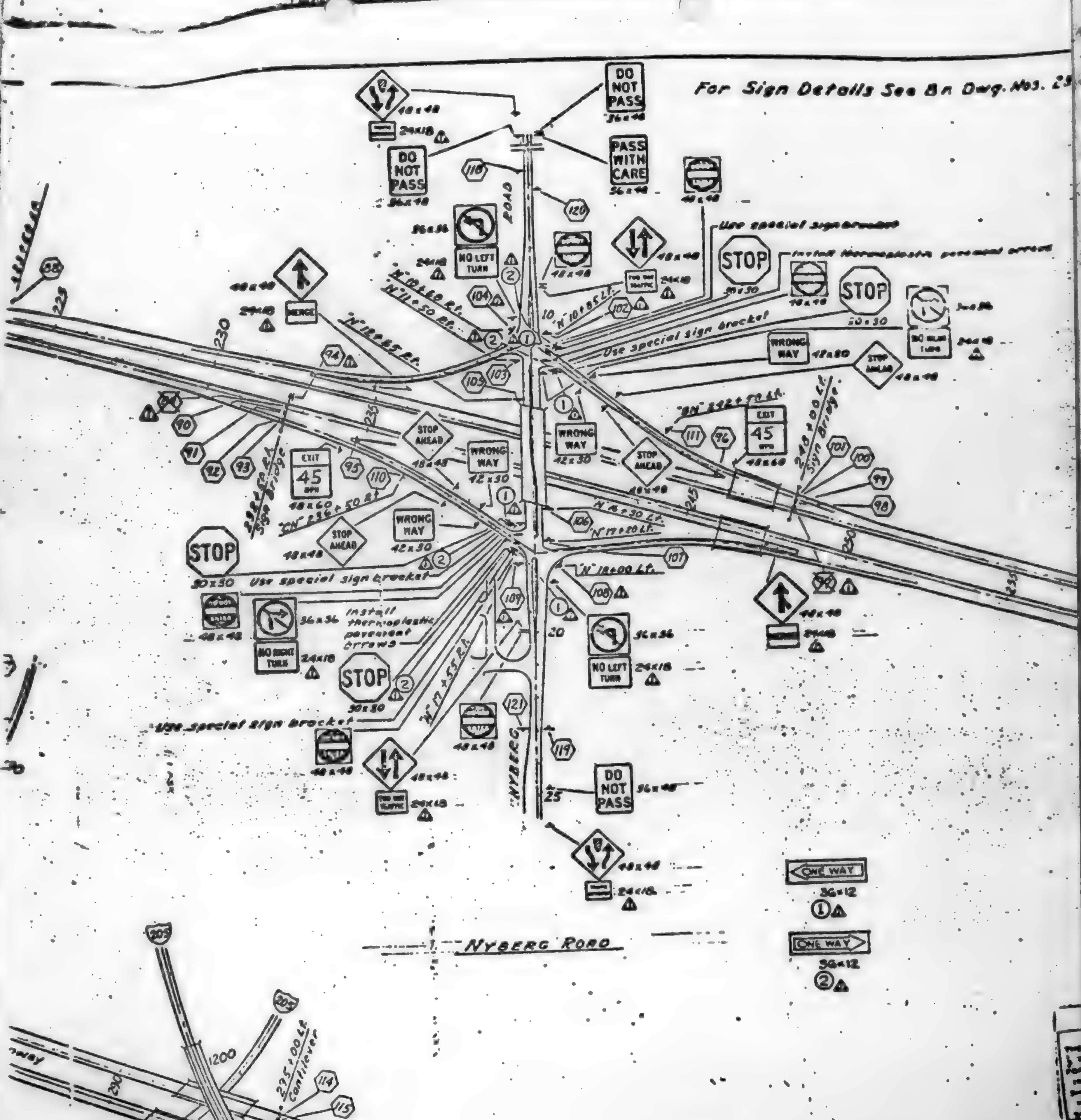
| | Minimum Volume Warrant** | | Number of Hours Warrant is Met (8 required) |
|---|---|---|---|
| 1. Minimum Vehicular Volume: | | | |
| Major Street | 500 | | 8 |
| Minor Street | 150 | | 8 |
| 2. Interruption of Continuous Traffic: | | | |
| Major Street | 750 | | 4 |
| Minor Street | 75 | | 8 |
| 3. Minimum Pedestrian Volume: | | | |
| Vehicular Volume (Major Street) | – | | – |
| Pedestrian Volume | – | | – |
| 4. Accident Experience: | | | |
| Preventable Accidents (last 12 months) | | 1/ | |
| Minimum Warrant | | 5 | |
| 5. Systems Warrant: | | | |
| Entering Volume (Weekday peak hour) | | – | |
| Minimum Warrant | | 800 | |

Date of Traffic Count 10/9,10/76

1/ Ramps not open long enough for accident history

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Contr
Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.


For Sign Details See Br. Dwg. Nos. 29
DO NOT PASS
PASS WITH CARE
STOP
STOP AHEAD
WRONG WAY
EXIT 45 MPH
NO LEFT TURN
NO RIGHT TURN
MERGE
TWO WAY TRAFFIC
ONE WAY
Use special sign bracket
Install thermoplastic pavement arrows
"N" 10+60 Rt.
"N" 11+50 Rt.
"N" 10+85 Lt.
"N" 12+85 Rt.
"BN" 242+50 Lt.
"CN" 236+50 Rt.
"N" 4+30 Lt.
"N" 17+20 Lt.
"N" 18+00 Lt.
"N" 17+55 Rt.
238+00 Lt. Sign Bridge
241+00 Lt. Sign Bridge
275+00 Lt. Cantilever
NYBERG ROAD
To Salem
E. Portland Fwy
205
5
48x48
24x18
36x48
36x36
30x30
42x30
48x60
36x12
90
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Note:
REVISIONS 10/73, Deleted Signs 90 & 97 ; Re
104, 108, 109, 112 & 113 And Regulatory & Warning

| DATE | REVISION |
|---|---|
| 10/73 | See Note Above |
| | |
| | |
| | |
| | |
| | |

OREGON STATE
BRIDGE

S. TIGARD INTERCHGE. E. PORTLA
PACIFIC H
WASHINGTON AND CLACKA

SIGN PLAN

#7937

November 1, 1976

Ms. Yvonne Addington
City Administrator
City of Tualatin
Post Office Box 426
Tualatin, OR 97062

Dear Ms. Addington:

I am replying to your request for a traffic investigation at the Nyberg Road Interchange on Interstate 5.

Our Regional Engineer in Milwaukie, Walter J. Hart, will have an investigation made of the situation as soon as his schedule will permit. Hopefully, the investigation will result in a solution to the problem within the present fiscal capabilities of the Department.

If you need further information or wish to supply additional data, Mr. Hart may be reached at 9200 S.E. McLoughlin Boulevard, Milwaukie, 97222; telephone 653-3090.

Thank you for bringing this to our attention.

Sincerely,

F. B. Klaboe
Chief of Operations

bc H. S. Coulter
R. L. Schroeder
L. E. George
W. J. Hart - Please investigate & report.

RLS:ab srb

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Pacific Hwy at Nyberg Rd Inter.
Northbound Offramp

## TRAFFIC SIGNAL WARRANT COMPARISON

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) | 834 | 608 | 620 | 541 | 691 | 791 | 869 | 816 |
| Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach) | 299 | 174 | 167 | 174 | 175 | 204 | 197 | 181 |
| Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) | – | – | – | – | – | – | – | – |

| | Minimum Volume Warrant** | | Number of Hours Warrant is Met (8 required) |
|---|---|---|---|
| 1. Minimum Vehicular Volume: | | | |
| Major Street | 500 | | 8 |
| Minor Street | 150 | | 8 |
| 2. Interruption of Continuous Traffic: | | | |
| Major Street | 750 | | 4 |
| Minor Street | 75 | | 8 |
| 3. Minimum Pedestrian Volume: | | | |
| Vehicular Volume (Major Street) | – | | – |
| Pedestrian Volume | – | | – |
| 4. Accident Experience: | | | |
| Preventable Accidents (last 12 months) | | 1) | |
| Minimum Warrant | | 5 | |
| 5. Systems Warrant: | | | |
| Entering Volume (Weekday peak hour) | | – | |
| Minimum Warrant | | 800 | |

Date of Traffic Count 11/3,4/76

1) Ramp not open long enough for accident history

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Contr
Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or
___ isolated community with population less than 10,000.

**CITY OF TUALATIN**
IN THE HEART OF THE BEAUTIFUL
TUALATIN VALLEY
**OREGON**
**97062**

October 19, 1976

Mr. Fred Klaboe, Chief of Operations
Department of Transportation
State Highway Division
State Highway Building
Salem, OR

Dear Mr. Klaboe:

TRAFFIC SIGNALS I-5/NYBERG ROAD
INTERCHANGE
CITY OF TUALATIN

We wish to bring to your attention a growing traffic problem associated with traffic using the I-5/Nyberg Road Interchange within the City of Tualatin. Currently, during peak hours, traffic northbound on Interstate 5 exiting onto Nyberg Road can back up for as much as a ten minute wait. This wait is caused by the volume of traffic on Nyberg Road and the poor site distance which occurs because of the arc in the top of the overpass structure and the lack of traffic signals. Peak hour evening traffic southbound on I-5 exiting at Nyberg Road also backs up for a considerable distance. This situation results in automobiles making pre-right turns on their own volition. The ten minute wait for northbound I-5 traffic exiting onto Nyberg Road results in automobiles turning right and then making a u-turn through a motel parking lot to shorten their waiting period. This obviously results in a situation that is neither good for traffic safety nor for the convenience of adjacent property owners.

We request that you direct your staff to analyze the existing peak-hour traffic circulation problems and provide the state and the City with some type of short or long-range solutions. Your consideration of this matter is very much appreciated.

Sincerely,

Yvonne L Addington
Yvonne Addington
City Administrator

YA/ma

RECEIVED
STATE HWY ENGR
OCT 21 '76
REFER TO Schroeder
FOR
Info | Inves | R/D ✓ | D/R | Sign | Act | File

eyESH

RECEIVED
DOT OPERATIONS
OCT 20 '76
REFER TO Coulter
FOR
Info | Inves ✓ | R/D ✓ | D/R | Sign | Act | File

RECEIVED
OCT 21 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

P. O. BOX 426 18880 S. W. 80TH AVENUE PHONE (503) 638-6891

8734 Tualatin Valley Hwy. @ 1978
S.W. 209th Ave.
(Traffic signal installation)

C+Q 6484 5-8-78
[redacted]
~~C+Q~~ RR936 7-6-78

#9734 7-14-80

STATE COPY

U.S. GOVERNMENT PRINTING OFFICE: 19 -

**U.S. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**

cc: State (H S Coulter)

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Washington | DIVISION<br>Oregon |
| DATE OF REPORT<br>7-14-80 | REPORT MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>HHS-32(5) |
| COMPLETION DATE<br>2-7-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>5-9-79 | TIME ELAPSED<br>103 % | CONTRACT TIME<br>250 C.D. |
| APPROVED EXTENSIONS<br>7 C.D. | LOCATION<br>S.R. 8 @ Intersection SW. 209th Ave. | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TUALATIN VALLEY HWY. @ SW. 209th AVE.
TUALATIN VALLEY HIGHWAY
Signal

The following cost information reflects minor differences between costs reported in the final construction inspection report and this report:

| Item | FIR | FAR |
|---|---|---|
| Bid Items | $48,024.88 | $48,024.88 |
| State Force Orders | 2,350.00 | 1,007.25 |
| Engineering | 5,432.10 | 9,008.34 |
| Liquidated Damages | (350.00) | 0.00 |
| TOTAL | $54,106.98 | $58,040.47 |

RECEIVED
STATE HWY ENGR
JUL 17 '80
REFER TO
cy Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE<br>W N Bryant<br>W. N. Bryant | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner |
| TITLE Area Engineer · DATE 7-14-80 | TITLE Field Operations Engineer · DATE 7/17/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8734

May 11, 1979

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 8734 awarded to Hamilton Electric, Inc., for traffic signal installation on the Tualatin Valley Highway at S. W. 209th Avenue in Washington County was completed on February 7, 1979, and accepted by the State Highway Engineer on May 9, 1979.

Final payment in the amount of $2,744.69 will be released to the contractor after May 16, 1979. The total contract amount is $48,024.88 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkm

cc Hamilton Electric, Inc.
232 West Fifth Avenue
Eugene, OR 97401

Smith and Crakes, Inc.
38 W. 11th
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8734

May 7, 1979

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Gentlemen:

Time Extension Request
Tualatin Valley Hwy. @ S.W. 209th Avenue
Multnomah County
FAP No. HHS-32(5)
Contract No. 8734

Your request for an extension of time on the above project has been reviewed and a seven calendar day increase is granted. Considered in granting this request were the delays due to the abnormally cold weather which was not reasonably predictable.

This extension of time will eliminate all liquidated damages.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:DA:fr jh

bc: FHWA
C. T. Keasey
Robert Church
E. L. Hardt
E. Rodriquez

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8734

Salem, Oregon

May 1, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Tualatin Valley Hwy. @ S.W. 209th Ave.
Multnomah County
Contract No. 8734

The contractor, Hamilton Electric Inc., has requested a seven calendar day increase in which to complete the project. Adverse weather conditions and late delivery of the signal controller are reasons given for this request of additional time.

The resident engineer has made a detailed analysis of this request, a copy of which is attached. Review of the project records has shown that the project was delayed a minimum of two weeks during January of this year. It is recommended the contractor be granted an additional seven calendar days due to abnormal weather which will eliminate all liquidated damages.

The contractor is responsible for labor, equipment, and materials to fulfill the duties and obligations under the contract. Even though he does not always have a direct line of communication with the source of supply, he determines who will supply the materials. The contractor is aware of the options open to him and the contract obligations when placing an order. A savings in cost may cost him in time. Late delivery of materials does not constitute a material shortage. Loss of time to replace non-spec. materials would not be grounds for additional time. Only when delays in supply of materials are due to causes beyond the control of the supplier can consideration be given for additional time. Otherwise delays are a matter between the contractor and his supplier.

In this case, the late delivery of the controller would not have been grounds for additional time. The delays due to weather were sufficient in granting this request.

FHWA approval will not be required.

A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Ed Hardt
E. Rodriguez

FORM E-20

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

BEAVERTON

APRIL 12, 1979

**SUBJECT:** TUALATIN VALLEY HWY. @. S. W. 209TH AVE.
TRAFFIC SIGNAL INSTALLATION
CONTRACT NO. 8734
REQUEST FOR EXTENSION OF TIME

To:

MR. EDWARD L. HARDT
REGIONAL ENGINEER
MILWAUKIE

ATTEN: MR. MARION CRAFT
REGIONAL CONSTRUCTION ENGINEER

AS PER ATTACHED FORMS AND CORRESPONDENCE, HAMILTON ELECTRIC, INC. HAS REQUESTED SEVEN (7) ADDITIONAL DAYS IN WHICH TO COMPLETE SUBJECT PROJECT WITHOUT THE ASSESSMENT OF LIQUIDATED DAMAGES.

THIS TITLE II PROJECT, FINANCED 90% BY FEDERAL FUNDS AND 10% BY LOCAL MATCHING FUNDS, CALLED FOR A TYPICAL FOUR-POLE TRAFFIC SIGNAL INSTALLATION AND NO REVISIONS NOR EXTRA WORK ORDERS WERE REQUIRED.

OTHER PERTINENT FACTS ABOUT THIS CONTRACT ARE AS FOLLOWS:

| | |
|---|---|
| CALENDAR DAY COUNT START | MAY 26, 1978; 250 C. D. ALLOWED. |
| SUBMITTAL OF PURCHASE ORDER | MAY 24, 1978. |
| DELIVERY OF SIGNAL POLES | OCTOBER 27, 1978. |
| COMMENCEMENT DATE | DECEMBER 27, 1978. |
| COMPLETION OF CONTROLLER TESTING | FEBRUARY 2, 1979. |
| CONTRACT WORK COMPLETION DATE | FEBRUARY 7, 1979. |

THE CONTRACTOR CLAIMS THAT ABNORMAL WEATHER CONDITIONS DURING MOST OF JANUARY AND A LATE DELIVERY OF CONTROLLER EQUIPMENT WERE THE MAIN REASONS FOR THE TIME OVERRUN.

THERE IS NO QUESTION THAT THE WEATHER WAS UNUSUALLY COLD, WITH SEVERAL DAYS OF SNOW OR FREEZING RAIN WHICH IN TURN PREVENTED THE CONTRACTOR FROM DOING ANY FIELD WORK. THE QUESTION, HOWEVER, IS WHETHER OR NOT THIS IS A VALID REASON FOR RECOMMENDING A TIME EXTENSION. THE STANDARD SPECIFICATIONS STATE THAT "REASONABLY PREDICTABLE WEATHER CONDITIONS ARE ORDINARILY NOT A VALID REASON FOR ADJUSTMENT OF CONTRACT TIME." TO ME, THIS SEEMS TO IMPLY THAT UNUSUAL OR UNREASONABLE WEATHER CONDITIONS ORDINARILY WOULD MERIT CONSIDERATION FOR ADJUSTMENT OF CONTRACT TIME.

ADMITTEDLY, THERE IS NOTHING UNUSUAL ABOUT HAVING A FEW DAYS OF INCLEMENT WEATHER DURING THE WINTER, BUT WHAT IS UNUSUAL IN THIS PARTICULAR CASE, IS THE LENGTH, AS WELL AS THE SEVERITY, OF THE COLD SPELL. IT IS MY INTERPRETATION OF THE SPECIFICATIONS THAT THE CONTRACTOR IS ENTITLED TO SOME RELIEF due to the severe, extended cold spell. Since more that two weeks were lost due to the weather, I feel that allowing the seven additional days requested by the contractor is justified.

If this is allowed, then the second reason offered, late delivery of controller equipment, falling beyond the contractor's control, becomes moot. Nevertheless, I would like to dwell on it simply because I feel that this area, covering all requests, needs more clarification as well as some guide lines.

In this particular case, the contractor has furnished a letter from a distributor indicating that during the past summer, delivery time for several components increased from an average of 12 weeks to 30-32 weeks after receipt of order. No statement was furnished by the manufacturers to substantiate this claim, but it is no problem for anyone to furnish a letter giving reasons and dates for delays. The problem comes in determining what type of document is acceptable at face value.

Another problem comes in deciding what falls within the contractor's scope of control and responsibility. Typically, a contractor submits a purchase order to a signal equipment supplier, who in turn orders parts from a distributor who gets supplies from several different manufacturers, and so on down the line. At what tier does the contractor's responsibility end, if it ever does?

In reviewing this time extension request, I have come to the conclusion that the late delivery of the controller was beyond the contractor's responsibility and therefore the request should be granted.

Summarizing, the contractor was victimized by severe weather conditions as well as by delays in getting supplies delivered, both conditions beyond the control of the contractor. I recommend that the seven (7) additional days requested be allowed.

E. Rodriguez

Enrique Rodriguez
Resident Engineer

Attach.

E-220 (Rev. 3-72)

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date April 4 ( ) , 19 79

**Gentlemen:**

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 257 days, within which to complete our Contract No. 8734, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By

---

## CONSENT OF SURETY

Date April 4, 19 79

We, GREAT AMERICAN INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ray D Pollard
Ray D. Pollard
(SEAL)

Ray D Pollard
Resident Agent
Smith & Crakes, Inc.

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8734 Contractor Hamilton Electric, Inc.

Highway TUALATIN VALLEY

Section Tualatin Valley Highway @ S. W. 209th

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED**. The reasons for such recommendation are as follows:

Seven calendar days granted due to abnormal weather conditions.

Recommended for Approval:

Marvin Croft
Regional Engineer

O. B. Jackmond
Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8734

Project designation HHS - 32( 5 )
State-Federal

Date awarded MAY 16, 1978

Work started DECEMBER 27, 1978

Per cent completed 100%; FEB. 7, 1979
Date

No. of Workdays Allowed 250

No. of Workdays Used 257

No. of Added Workdays Requested 7

SP*[illegible]-734

HE
ELECTRICAL CONTRACTING

O.S.H.D. Contract #8734
Tualatin Valley Highway @ S. W. 209th

A contract for this project was forwarded to us on May 16, 1978 with the calendar day count to begin on May 27, 1978. Our purchase order for equipment was issued on May 24, 1978 (copy enclosed) which was on a timely basis. The reason for the 7 day delay in completion of this project was twofold. The controller equipment did not arrive on the project as scheduled. The reason for the delay is documented in the attached March 2, 1979 letter from our supplier, Automatic Signal and the attached February 16, 1979 letter from their supplier, Cramer Electronics. These letters document the reasons that were beyond our control for the delay of 7 days in the completion of installation.

In addition, it should be pointed out that abnormal weather during the final stages of this project, and specifically between December 31, 1978 and February 2, 1979, involved a number of days of snow, freezing weather and freezing rain, which precluded any work on the project. There were 11 days during this period when we were not able to work on the project at all.

We feel that these two reasons justify the time extension that is requested.

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 706 EUGENE, OREGON 97440

8734

[illegible]
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

| RECEIVED<br>STATE HWY ENGR |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| APR 25 '79 |  |  |  |  |  |  |
| REFER TO |  |  |  |  |  |  |
| FOR |  |  |  |  |  |  |
| Info | Inves | R/D | D/R | Sign | Act | File ✓ |

**DATE:** April 3, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Ass't. State Highway Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. HHS-32(5)

Contract 8734, Work Completed February 7, 1979

Project Tualatin Valley Hwy. @ SW 209th Ave.

Highway Tualatin Valley

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 5, 1979

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
E. L. Hardt
R. D. Church

| Keasey | RECEIVED | Richards |
|---|---|---|
| Jackmond |  | Berg |
| Hopkins | APR 24 1979 | Inloes |
| Williams |  | Widmer |
| Johnsen | CONSTRUCTION | Gebauer |
| Glenn | BRANCH | Church |

Form 81-734-3122 (Rev. 7-77)

8734

29

3-30-79

# TUALATIN VALLEY HIGHWAY @ S. W. 209TH AVE.

## TRAFFIC SIGNAL INSTALLATION

## WASHINGTON COUNTY

## CONTRACT NO. 8734

## NARRATIVE REPORT

This contract was awarded to Hamilton Electric, Inc. on May 16, 1978, on a low bid of $48,482.80, with 250 calendar days alloted to finish the project.

There is nothing unusual about this traffic signal project which in addition to having a railroad pre-emption sequence, it also has a three directional fire pre-emption system designed to operate on two different channels. This device was installed as specified but it was not tested simply because the activating transmitters, which are to be furnished and used by the fire department, were not available. In fact, it will be a year before the transmitters will be in use, or at least, not until a new fire station is built close to the intersection.

One design problem or item that is regularly overlooked in locating the loops is the quality and condition of the pavement. If the pavement is thin or beginning to deteriorate, the loops will not last very long and an overlay should be specified ahead of cutting the loops. This is easy to do on State maintained intersections, but if it is a city or county project, the overlay may not be in their immediate schedule for lack of funds. Obviously, this subject should be discussed and included in the agreements with the cities or counties so that the required funding be included in the original project authorization. Also, if an intersection is to be widened or improved "by others", the project, or at least the work day count, should be delayed until the site is available to the electrical contractor.

The project time overran 7 calendar days and this was due primarily to poor scheduling on the part of the contractor and the controller supplier as well as due to a severe cold weather spell which slowed down the field work considerably. The liquidated damages amounted to $350.00 for the only penalty of the project.

Versteeg
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RECEIVED
MAR 30 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

# STATEMENT OF OVERRUNS AND UNDERRUNS

## TUALATIN VALLEY HWY @ S.W. 209th AVE.

## TRAFFIC SIGNAL INSTALLATION

## WASHINGTON COUNTY

## CONTRACT NO. 8734

| ITEM | ORIGINAL AMOUNT | SEMI-FINAL ESTIMATE | PERCENT +or - |
|---|---|---|---|
| Contract Bid Items | $ 48,482.80 | 48,024.88 | -0.94% |
| Liquidated Damages | 0.00 | - 350.00 | --- |
| SPRR Protective Costs | 1,400.00 | 400.00 (approx.) | -71.43% |
| Permanent Pavement Striping | 600.00 | 600.00 (approx.) | ---- |
| Signal Controller Testing | 1,350.00 | no figures available | |
| Contingecies | 2,332.48 | ---- | ---- |
| Engineering | 5,183.28 | 5,432.10 | +4.80% |
| TOTALS | $ 59,348.56 | $ 54,106.98 | -8.83% |

## OVERRUNS AND UNDERRUNS
## Contract No. 8734

| tem No. | Item | Unit | Contract Quantity | Final Quantity | Percen + or |
|---|---|---|---|---|---|
| 1 | Temporary Protection and Direction of Traffic | Lump sum | 100% | 100% | 0 |
| 2 | Temporary Signs<br>All required signs were used, but on the side street, smaller signs accounted for the slight underrun. | Sq. Ft. | 190.0 | 179.0 | -5.79 |
| 3 | Flagmen<br>The side streets required less flagging than anticipated. | Hour | 40.0 | 24.0 | -40.0 |
| 4 | Traffic Signal Installation Complete | Lump sum | 100% | 100% | 0 |
|  | S.P. R.R. Protective Costs<br>Exact costs are not known at this time, but the underrun will be substantial as only one railroad inspector was needed for a total of three days. |  | 1,400.00 | 400.00<br>(approx) | -71.4 |
|  | Permanent Pavement Striping<br>Exact costs are not known at this time, but a slight overrun will not be unusual. |  | 600.00 | 600.00 | - |
|  | Contingencies<br>No Extra Work or Price Agreements were required. |  | 2,332.48 | 0 | 0 |
|  | Engineering<br>This slight overrun was due primarily to the time overrun. |  | 5183.28 | 5432.10 | +4.8 |
|  | Calendar Days<br>The controller representative was late in making minor repairs and adjustments as well as late in field delivery. | Days | 250 | 257 | +2.8 |

8734

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: TUALATIN VALLEY HWY. AT S.W. 209TH AVENUE.

WEEK ENDING: MARCH 17, 1979

SECTION PREFIX: 34-1015

HIGHWAY: TUALATIN VALLEY

COUNTY: WASHINGTON

KIND OF WORK: TRAFFIC SIGNALS

NAME OF JOB: TUALATIN VALLEY HWY. AT S.W. 209TH AVE.

CONTRACT NUMBER: 8734

FEDERAL AID PROJECT NUMBER: HHS-32(5)

CONTRACTOR: HAMILTON ELECTRIC, INC.

DATE WORK STARTED: DECEMBER 27, 1978

ESTIMATED COMPLETION DATE: FEBRUARY 7, 1979

DATE OF CONTRACT: MAY 19, 1978

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0

SUPERVISION: 0

SPECIFIED CALENDAR DAYS: 250

CALENDAR DAYS USED: 257

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $59,348.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $54,165.28

ENGINEERING AUTHORIZATION: $5,183.28

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $54,165.28

ENGINEERING COST TO DATE: $5,432.10

DATE PROJECT WAS COMPLETED: 2/7/79

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: %

SEMI-FINAL BY 3/31/79

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ~~BRIDGE NO.~~ | TRAFFIC SIGNALS | | | | | | |
| PERCENT | 100 | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 11 | OVERCAST | 0 | | |
| MONDAY 12 | OVERCAST | 0 | | |
| TUESDAY 13 | CLEAR | 0 | | |
| WEDNESDAY 14 | PARTLY CLOUDY | 0 | | |
| THURSDAY 15 | RAIN | 0 | | |
| FRIDAY 16 | RAIN | 0 | | |
| SATURDAY 17 | | 0 | | |

Keesey K
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
MAR 19 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 11 | No ACTIVITY ALL WEEK. JOB COMPLETED. |
| MONDAY 12 | |
| TUESDAY 13 | |
| WEDNESDAY 14 | |
| THURSDAY 15 | |
| FRIDAY 16 | |
| SATURDAY 17 | |

## REMARKS

STATUS TO DATE: JOB COMPLETED. SEMI-FINAL WILL BE SUBMITTED BY MARCH 31, 1979.

SIGNED E. Rodriguez LOCATION BEAVERTON

E. RODRIGUEZ

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8734

ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

936

Fran

July 6, 1978

RAILROAD COMPANIES
FILE No. 936

Mr. J. W. Ferguson
Southern Pacific Trans. Co.
324 Union Station
Portland OR 97209

Pipeline Indenture
Tualatin Valley Hwy. @ S.W.
209th Ave. Section
Washington County
Contract No. 8734

Dear Sir:

Returned herewith is a fully executed copy of the subject indenture covering the installation of two one-inch steel pipe conduits, each within a three-inch casing, crossing Southern Pacific Transportation Company property at Reedville.

Thank you for your cooperation in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:dba
enclosure

bc: G. L. Green-w/enc.
C. W. Head-w/original
C. T. Keasey-w/enc.
E. L. Hardt-w/enc.
Enrique Rodriguez-w/enc.
J. L. Sollis
J. B. Boyd-w/enc.
D. E. Swan-w/2 enc.
V. E. Skoog-w/enc.

7-7-78
To Julie 6
Boyd 7-5-
CV

NOTED
C. W. HEAD

8734

STATE COPY

OMB No. 04-R2089

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>6-107 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-13-78 | State Oregon<br>County Washington<br>Project No. HHS-32(5) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 8 @ Intersection S.W. 209th Ave.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-5-78 | 0.0 |
| OTHER *(Specify)* | | |

Pro-rata 90.0%

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 57,574.00 | $ 51,816.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By J H Worsley for

Technical Services Engineer
*(Title)*

By

Ast. State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator JUN 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon - May 31, 1978

Federal Aid Project
No. HHs-32(5)

## TUALATIN VALLEY HIGHWAY AT S.W. 209TH AVE.
## WASHINGTON COUNTY

Project Agreement Estimate

### Type Code Y031
### Traffic Signal (Sta. 2896+00)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 579.00 |
| Temporary Signs | 190 sq.ft. | 3.84 | 729.60 |
| Flagmen | 40 hours | 25.98 | 1,039.20 |
| Traffic Signal Installation, Complete | All Required | | 46,135.00 |
| | | | $ 48,482.80 |

### Anticipated Items

| | | |
|---|---|---|
| Railroad Protective Cost | All Required | $ 1,200.00 |
| Permanent Pavement Striping | All Required | 600.00 |
| | | $ 1,800.00 |

| | |
|---|---|
| Subtotal | $ 50,282.80 |
| Engineering (14.5%) | 5,941.20 |
| Engineering (Signal Controller Testing) | 1,350.00 |
| Total | $ 57,574.00 |

Length of Project: 0.00 Miles

### Work Retained in Program Status
### (not included in amounts below)

| | | |
|---|---|---|
| Other Railroad Costs | All Required | $ 200.00 |

| | |
|---|---|
| Federal Funds (90%) | $51,816.00 |
| County Funds | 5,758.00 |
| Total | $57,574.00 |

Group 1 - 100%
Contract No. 8734
Prefix 34-1015

8734

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Ed Hardt
E. Rodriguez
L. E. George

May 25, 1978

Hamilton Electric, Inc.
232 West Fifth Avenue
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8734 for traffic signal installation on the Tualatin Valley Highway at S.W. 209th Avenue in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Smith & Crakes, Inc.
38 West 11th Avenue
Eugene, OR 97401

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

8734

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
E. Rodriguez
L. E. George
SAIF
Fran

May 16, 1978

Hamilton Electric, Inc.
232 West Fifth Ave.
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on May 4 accepted your proposal for traffic signal installation on the Tualatin Valley Highway at S.W. 209th Avenue in Washington County for the sum of $48,482.80 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and Washington County and when the sum of $5,935 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8734.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 27, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

873

8

May 8, 1978

Board of County Commissioners
Washington County
150 First North
Hillsboro, OR 97123

MISC. CONTRACTS and AGREEMENTS No. 6484

Attention: Roger Thomssen
Director of Elections & Records

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Tualatin Valley Highway at S. W. 209th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

#8734

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 5, 1977
Salem, OR 97310

**FROM:** Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

**TO:** L. W. Rulien
Program Management Engineer

**SUBJECT:** Statewide Assessment
Title II, Section 209
Signalization at Tualatin Valley Highway (ORE 8) and 209th Avenue
Washington County

The subject project would install a 5-phase, traffic-actuated signal tied in with the railroad crossing on 209th Avenue. The proposal and situation are described in the attached April 4, 1977, memo from D. L. Peterson. This section of the T. V. Highway has 4 lanes and an existing median turning lane.

The subject signal project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classified this project as Non-Major.

GAP:ss

Attachment

cc: E. S. Hunter
R. N. Bothman w/attach
Craig Markham w/attach
L. E. George w/attach
Don Trout w/attach
Bill Kappus-FHWA

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 6 '77
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

9734

May 1, 1978

Washington County
150 N. First Avenue
Hillsboro, OR 97123

Attn: John Crockett
Director of Public Works

Gentlemen:

On April 27, 1978 a satisfactory bid was received from Hamilton Electric Inc., Eugene, Oregon 97214 for installation of signals on Tualatin Valley Hwy. @ S.W. 209th Ave. Section.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Bid Items | $48,482.80 |
| Additional anticipated items: | |
| Railroad Protective Costs | 1,200.00 |
| Other Railroad Costs | 200.00 |
| Perm. Pavement Striping | 600.00 |
| Signal Controller Test (Eng.) | 1,350.00 |
| 4½% Contingencies | 2,332.48 |
| (10%) Engineering | 5,183.28 |
| ESTIMATED TOTAL COST | $59,348.56 |

County's Advance Deposit:
10% of $59,348.56 = $5,934.87 or say $5,935.00

This project will be awarded upon receipt of your Advance Deposit, which should be in this office no later than May 19, 1978.

Please make your check for $5,935.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434-Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

FH:dmc
cc: Jon Rose
CRAG
bc: w/att: Verne Skoog-Upon receipt of County's check, notify
Virgil Boyd at 378-6563.

8734

# WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

**DEPT. OF PUBLIC WORKS**
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

April 7, 1978

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
✓ APR 11 1978
File: PM FA LG OP
TAA Holmes

Jon Rose
Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Subject: Agreement - Traffic Signal Installation
S.W. 209th Avenue and T.V. Highway

Dear Jon:

Enclosed please find three executed copies of the above captioned agreement. Said agreement was approved by the Washington County Board of Commissioners at their regular meeting of April 4, 1978 by Minute Order No. 78-166 (copy attached).

As is normal procedure, please furnish us with a fully executed copy for our files as soon as they have been processed by your division.

We thank you for your consideration in this matter and should you need any additional information, please do not hesitate to contact me.

Yours very truly,

John F. Crockett, P.E.
Director of Public Works

From Metro Jon Rose Date 4-10-78
To Gerry Wimer
[✓ Program Mgmt.] Traffic Region 1

Comments: This has signatures of County officials, has been approved by Metro and is forwarded for further action.
Jon Rose.

MA PDM PDE TSE SPC
ODOT - METRO
APR 10 1978
AM PPS

8734

4-5-78

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-32(5)

STATE PROJECT NO. See Below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80188

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr.F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 4-5-78 | 4-5-78 | Primary 32 | Primary 29 |

GENERAL LOCATION:

"Tualatin Valley Highway at SW. 209th Avenue Section"

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) : Railroad Protective Services $1,200
Permanent Ravement Striping $600

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $60,118, Federal funds $54,106.

A signed copy of the Title Sheet is returned herewith.

Swan
W/enc
4-10

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4-5-78 | G. K. Hoener | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8734

29

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/30/78
Donald L [illegible]

4-27-78 Bid Letting ____________ All Clear Deadline

SECTION TUALATIN VALLEY HWY. @ SW 209th AVE.
Highway Tualatin Valley
County Washington Region M
Type of Work Signal Funds HHS
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | state wide |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8734

PW

# WASHINGTON COUNTY

*Inter-Department Correspondence*

Date March 29, 1978
For Meeting of: April 4, 1978

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Traffic Signal Installation - S.W. 209th and T.V. Highway

About six or seven years ago, in conjunction with the State Highway Division, we developed a prioritization program for signalizing the intersections of T.V. Highway and county roads between Murray Blvd. and Witch Hazel Road, or city limits of Hillsboro. There were several years when funds were not available for any installations. However, we have now, through efforts with the State, arranged for the installation of signals at the following locations:

1. 198th Avenue & T.V. Highway - This one has been completed, and in operation for a year or two.
2. 170th Avenue & T.V. Highway - This intersection, including some realignment of the north leg to permit a cross intersection rather than an offset, is presently under design and scheduled for bid within the next couple of months.
3. 209th & T.V. Highway - An agreement has been prepared for the county to enter into which will permit the State to proceed with design and installation for this intersection signalization.

The other two intersections, S.W. 160th and S.W. 229th, are yet to reach a point where prioritization will make them eligible for funding. The agreement presented calls for the county to pay the local match requirement for federal funds and to pay for the energy in the future. The State will do all the design, let the contract, supervise construction, and do all necessary maintenance in years to come.

RECOMMENDATION: Your Board authorize the Chairman to execute the described agreement.

Respectfully submitted,

John F. Crockett

John F. Crockett

JFC:pj

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-166
DATE 4-4-78
BY Jo Ann Johansen
CLERK OF THE BOARD

87.34

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

HIGHWAY BUILDING, SALEM, OREGON 97310

July 15, 1977

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Proposed Project
Title II, Section 209
Tualatin Valley Highway at S.W. 209th Avenue
Washington County

Attached is a project proposal and supporting data for installation of traffic control signals at the subject location.

The project has a favorable benefit/cost ratio and needs to be added to the Project Management System.

It is proposed that construction be by contract. Suggested bid opening date is July 1978.

You will note by the attached correspondence that the County is willing to provide the necessary matching funds.

Please prepare necessary documentation to program the project with the Federal Highway Administration.

Very truly yours,

L. E. George
Traffic Engineer

RHB:ds
Attachments

cc: F. E. Terpin w/attachment (Authority for Survey)
G. A. Potter
Jon Rose
M. C. Holmes

10-27-77

PE BEING DONE
WITH STATE MONEY.
WILL BE PROGRAMED at
PS&E STAGE. (PER HAYDEN)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

Pick

DATE: June 3, 1977

TO: L. E. GEORGE
Traffic Engineer

FROM: JAMES D. McCLURE
Project Development Engineer

NOTED
R.D. TRYGSTAD

SUBJECT: Title II Safety Project
Program Request
Tualatin Valley Hwy. @ SW 209th Ave. (Signal)
Tualatin Valley Hwy. (FAP 32)
Washington County

The signalization project requested by Washington County has received extensive community support, through fund raising campaigns to provide the local match. The County will assure the 10% match for the signal project in an effort to establish a high priority for funding and installation.

An evaluation and traffic investigation has been prepared by Mr. Peterson, indicating a favorable cost benefit. Initially, the signalization request was evaluated by Ron Failmezger, recommending that the location is eligible to be placed on the statewide priority list with consideration for Title II safety funding.

We approved the project based on the favorable cost benefit and the public participation for funding under Title II, Section 209. The project, to install a five-phase, fully-actuated traffic signal estimated at $50,000, which includes $2,600 for preliminary engineering. Construction and preliminary engineering will be done by the Department. Attached is the following information for processing the project:

1. Title II Project Request.
2. Authority for Survey for completion and approval.
3. Traffic Investigation Report.
4. Copy of assessment letter submitted to Gary Potter.
5. Supporting letters and documentation.

Providing funding is approved, this signal installation may be a logical candidate for consideration as a "turn-key" project. Please proceed with processing the project and a standard signal agreement, with County participation.

JDM/ldo
Attachments
cc: John Crockett, Washington County
E. L. Hardt
L. W. Rulien
F. E. Terpin
G. A. Potter
J. R. Rose

RECEIVED
JUN 8 1977
TRAFFIC ENGINEERING

21-125-1307

77- 7

ME FE PR1 PR2 DE
C.S.H.D. METRO
MAY 31 1977
OE FILE

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

May 27, 1977

Mr. Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: Traffic Signal, Tualatin Valley Highway & 209th Avenue

Dear Jon:

During April of this year, a fund raising compaign was initiated by a group of concerned citizens to provide the local share for a traffic signal at T.V. Highway and S.W. 209th Avenue. As of this date, the organizers are planning on speeding up their fund raising through a new public awareness campaign using the local newspapers, signs and door to door canvassing.

The public participation campaign was started by residents along Blanton Street, which is being used as a by-pass route between 209th and the signal at 198th and T.V. Hwy. Traffic volumes on T.V. Hwy have made it hazardous and very difficult to make left turns at 209th Avenue, so motorists are using the signal at 198th Avenue and crossing to 209th via the residential streets.

We appreciate and admire the hard work these people are putting into making this project a reality, and hope there will be no delays during the processing or preliminary engineering in order to bring it to construction as soon as possible.

Sincerely,

Michael A. Borresen

Michael A. Borresen
Civil Engineer

MB:js
Attachment: Proposed Project Application

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8250

May 19, 1977

JOHN CROCKETT
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, OR 97123

Subject: Proposed Signal Project
S.W. 209th Avenue @ T.V. Highway
Washington County

John:

After the many discussions between your office and ours concerning the need for a traffic signal at S.W. 209th and the T.V. Highway, I find that the one thing missing has been a formal request from Washington County indicating precisely what is proposed. If you will fill out the attached Title II Project Request Form, it will serve as a formal application to get a project going.

The one factor most critical in expediting this project is that the matching money is to be provided by local people. As you know, the decision on where State money is to be spent for signals is based on a statewide priority list. The intersection at 209th and the T.V. Highway, while warranting a signal, is not high enough on such a priority list to be considered at this time. With matching money provided by local people, however, we need not wait for this project to climb to the top of the list and can proceed promptly to eliminate the hazard which makes this eligible for Title II money.

As soon as you complete the application form and provide a written statement that matching funds can be provided locally, we will process this for federal approval. This appears to be "public participation" where it really counts and you might express our admiration for the people who are working so hard to make this project a reality.

If we can be of any help, please call.

Jon Rose

JON ROSE
Federal Aid Engineer

JR/ldo
Attachment
cc: Region 1

.8734

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

May 5, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Title II, Section 209
Signalization at Tualatin Valley Highway (ORE 8) and 209th Avenue
Washington County

The subject project would install a 5-phase, traffic-actuated signal tied in with the railroad crossing on 209th Avenue. The proposal and situation are described in the attached April 4, 1977, memo from D. L. Peterson. This section of the T. V. Highway has 4 lanes and an existing median turning lane.

The subject signal project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classified this project as Non-Major.

GAP:ss

Attachment

cc: E. S. Hunter
R. N. Bothman w/attach
Craig Markham w/attach
L. E. George w/attach
Don Trout w/attach
Bill Karpus-FHWA

Versteeg
1 Olson
Copy Christensen
Scott
Copy Swenson
Savage
2 Trout

RECEIVED
MAY 06 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8734

Proposed Safety Project
1973 Highway Safety Act
Section 209
Tualatin Valley Highway (FAP32) @ S.W. 209th Avenue
April 14, 1977

## Recommendation:

As a result of this investigation, it is recommended that the request for the installation of a traffic signal on the Tualatin Valley Highway (ORE 8) at Southwest 209th Avenue be approved for funding under the provisions of Title II, Section 209.

## Historical Background:

On January 3, 1977, Washington County requested federal aid funding for a traffic signal at the subject location. The matter was investigated by Region I of the Highway Division in March, 1977. In April, 1977, Region I advised the county that the project was warranted and may be eligible for Title II funding. This investigation and report is an evaluation of that possibility.

## Investigation:

The original investigator, Ron Failmezger, Region I Traffic Engineer, filed the following report of traffic conditions:

> "Oregon 8 through the intersection of 209th Avenue has four, eleven and twelve-foot traffic lanes and a median divider sixteen feet in width with provision for left-turn lanes. The highway alignment is tangent to the east with a vertical depressed curve culminating 400 feet to the east, providing sight distance in excess of 1,000 feet. To the west the highway alignment makes a four degree reversed curve and restricts sight distance from the south leg of 209th Avenue to the west in conjunction with a building next to the right-of-way line. The prevailing sight distance for an east bound vehicle on Oregon 8 traveling in the outside lane is 450 feet to the intersection. There is presently a Crossroads Symbol for eastbound highway traffic. The posted speed is 45 m.p.h.
>
> A sixteen-hour, manual traffic count was taken February 9 and 10, 1977. The highway and south-approach traffic volumes meet the interruption of continuous traffic signal warrant. The traffic count and the traffic signal comparison warrant sheet are attached.
>
> There were 20 reported accidents for the period from January 1, 1973 through September 31, 1976. There were seventeen injuries in these accidents. Fifteen of the total accidents were of the type preventable by signalization with a five-phase traffic signal. Three of these accidents were within the last twelve months study period."

In addition to the foregoing, railroad gates are scheduled to be installed at the crossing of Southwest 209th Avenue and the Southern Pacific Railroad--the track which parallels the highway on the southside. A photograph of this intersection is attached.

The following is an economic summary of this proposal:

| | |
|---|---|
| Estimated cost of signals | $50,000 |
| Annual benefits | 12,720 |
| Benefit-cost ratio | 2.92 |

In summary, actuated signals with an interconnect to the railroad are warranted at this location. There is economic justification for the project. It is therefore recommended that the request for traffic signals be approved for Title II, Section 209 funding.

DLP:ja
Enclosure

8735 Mortimore Ranch–John Day Hwy 1978
Section of FAS B551
(Grading & surfacing)

C+A 6095 5-9-77/3-21-77

8735

P

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 10/13/80 | CC 2078 | | 535-1035-297<br>535-2505-297 |

**BILL TO:** Code:

Wheeler County
P.O. Box 327
Fossil, Oregon 97830
Attn: Roy Britt, Roadmaster

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Mortimer Ranch - John Day Highway Section, Rowe Creek Road FAS B551 Contract #8735 Project No. RS-423(2) | | | |
| County Advance Deposit | | | $18,315.00 |
| County share of project costs | | | 15,887.73 |
| | | | $ 2,427.27 |
| (Please send copy of itemized statement with billing) | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 18,315.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 13,500.00 |
| Balance | $ 4,815.00 |
| Transfer to Highway Fund | $ 2,387.73 |
| Refund Due | $ 2,427.27 |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | CC 1887 |

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan
D. E. Swan

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 10-13-80

**County** Wheeler **Contract No.** 8735 **Date Completed** 10/12/78

**FAS** B551 **Section** Mortimore Ranch - John Day Highway

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| R/W Costs | | $ 3,562.65 |
| Construction Costs | | |
| Payment to Contractor | (Federal Participation) | $195,668.56 |
| Engineering | | 22,241.69 |
| TOTAL | | $217,910.25 |
| Payments to Contractor | (Non Participation) | $ 31,819.06 |
| Interest Paid to Contractor | | 90.06 |
| Engineering | | 146.17 |
| Credit for Materials | | -31,819.06 |
| TOTAL | | $ 236.23 |
| Total Federal Participation | | $221,472.90 |
| Total Non Participation | | 236.23 |
| Total Project Cost | | $221,709.13 |
| Federal Funds Collected | R/W | $ 3,056.75 |
| | Construction | 186,966.99 |
| | | $190,023.74 |

County share of project costs are as follows:

1/2 ($221,472.90 - $190,023.74 + $146.17) + $90.06 = $15,887.73
$ 15,797.67 + $90.06

| | |
|---|---|
| County Advance Deposit | $18,315.00 |
| County Share of project cost | 15,887.73 |
| REFUND DUE COUNTY | $ 2,427.27 |

**Reference: Billing Form** CC 2078

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | Mortimer Ranch-John Day Hwy. Section<br>County Road in Wheeler County | | | | | |
| | | | | | State Costs | |
| | Preliminary Engineering<br>Type Code P.E.<br>State | All Required | | | $ 32,814.31 | |
| | Construction<br>Type Code 2010<br>Roadway (Sta. 14+00 To Sta. 134+00)<br>Formal Contract Payment Summary | Lump Sum | | | 195,668.56 ✓ | |
| | Construction Engineering<br>State | All Required | | | 22,165.63 | 22165.63<br>76.06<br>22241.69 |
| | Misc. Project Cost<br>E.E.O. Monitoring Expense | All Required | | | 76.06 | |
| | Right of Way<br>Type Code R.O.W.<br>Right of Way (Sta. 14+00 To Sta. 134+00)<br>State | All Required | | | 2,057.50 ✓ | |
| | Acquisition<br>State | All Required | | | 1,505.15 ✓ | |
| | Total Participating Cost | | | | $254,287.21 | |
| | Nonparticipating Items | | | | | |
| | Formal Contract Payment Summary | Lump Sum | | | $ 31,819.06 ✓ | |
| | Interest on Final Payments | All Required | | | 90.06 ✓ | |
| | Construction Engineering (State) | All Required | | | 146.17 ✓ | |
| | SFO #1 Credit Contract for aggregate sublase | All Required | | | (31,819.06) ✓ | |
| | Preliminary Engineering | All Required | | | 13.14 ✓ | |
| | Total Nonparticipating Cost | | | | $ 249.37 | |
| | Total Project Cost | | | | $254,536.58 | |
| | Prepared based on participating cost as shown on Feddral Billing as of 8/28/80. | | | | $25^4$ | |
| | AMOUNT CARRIED FORWARD | | | | | |

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

| | |
|---|---|
| STATE<br>Oregon | FEDERAL AID PROJECT NO.<br>RS-423(2) |
| PROGRAM APPROVED | VOUCHER PERIOD<br>From: 6-18-76 To: 12-10-79 |

FINANCIAL DATA

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| PE | $ 32,827.45 | $ 32,814.31 | 85.80% | $ 28,154.68 | $ 28,154.68 | $ 0.00 |
| CONS | 218,146.40 | 217,910.25 | 85.80% | 186,966.99 | 186,966.99 | 0.00 |
| RDW | 3,562.65 | 3,562.65 | 85.80% | 3,056.75 | 3,056.75 | 0.00 |
| | $254,536.50 | $254,287.21 | 85.80% | $218,178.42 | $218,178.42 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon |
| FORWARDED BY FHWA DIVISION OFFICE | | 9-16-80<br>V.E. Skoog, Controller |

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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                                 535   1032      920       00 P 1
                                 535   1032      900       00 N 1
                                                 TOT       P1
                                                 TOT       N1
                                             ** JOB TOTALS **             **              **

   MORTIMORE RCH-J DAY HWY      CONT NO 8735 * FA PROJ NOS RS  423002 100
                                 535   1035      201       00 P 1
                                 535   1035      201       00 N 1
                                 535   1035      206       00 N 1
                                 535   1035      290       01 N 1
                                 535   1035      296       00 N 9
                                 535   1035      297       00 N 9
                                 535   1035      298       00 N 9
                                 535   1035      900       00 P 1
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TOTAL TO DATE JOB COST SUMMARY                                          AUGUST 1980
                                                                          FISCAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX       FUNCTION  GR  CURRENT MONTH    YEAR TO DATE
                                 535   1035      900       00 N 1
                                 535   1035      920       00 P 1
                                 535   1035      985       00 P 1
                                                 TOT       P1
                                                 TOT       N1
                                             ** JOB TOTALS **             **              **

   LAFAYETTE HWY-WEBFOOT RD     CONT NO 8924 * FA PROJ NOS RS  698001 100
                                 536   1080      201       00 P 1
                                 536   1080      201       00 N 1
                                 536   1080      206       00 N 1
                                 536   1080      270       01 P 1
                                 536   1080      296       00 N 9         2.05CR          499.86CR
                                 536   1080      297       00 N 9
                                 536   1080      298       00 N 9         2.05            499.86
                                 536   1080      900       00 P 1                           2.33
                                 536   1080      900       00 N 1
                                 536   1080      920       00 P 1
                                 536   1080      921       00 P 1
                                                 TOT       P1                               2.33
                                                 TOT       N1
                                             ** JOB TOTALS **             **                2.33  **

   DEER CREEK                   CONT NO 9098   FA PROJ NOS RS  696001 100
                                 536   1084      201       00 P 1     132,106.00       133,273.50
                                 536   1084      204       00 P 1       5,211.73CR       5,211.73CR
                                 536   1084      296       00 N 9       1,235.71CR       1,688.58CR
                                 536   1084      298       00 N 9       1,235.71         1,688.58
                                 536   1084      900       00 P 1       3,329.64         3,563.97
                                 536   1084      900       00 N 1
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 535   1032        200       00 P 1                                                         421.30      75      76
 535   1032        900       00 N 1                                                          23.16      80      80
                   TOT          P1                                                        4,249.45
                   TOT          N1                                                           23.16
                 ** JOB TOTALS **               **                       **               4,272.61  **

    CONT NO 8735 * FA PROJ NOS RS  423002 100                                                          STATE
       535   1035        201       00 P 1                                               195,668.56      78      79
       535   1035        201       00 N 1                                                31,819.06      78      78
       535   1035        206       00 N 1                                                    90.06      79      79
       535   1035        290       01 N 1                                                31,819.06CR    79      79
       535   1035        296       00 N 9                                               200,371.22CR    78      80
       535   1035        297       00 N 9                                                13,500.00      78      78
       535   1035        298       00 N 9                                               186,871.22      78      80
       535   1035        900       00 P 1                                                22,098.29      78      80

ARY                                                         AUGUST 1980            PAGE  241

                                                                FISCAL             GRAND TOTAL      ACTIVE YRS
TMENT        PREFIX          FUNCTION   GR   CURRENT MONTH    YEAR TO DATE           TO DATE         BEG    END
       535   1035        900       00 N 1                                                   146.17      78      79
       535   1035        920       00 P 1                                                    31.90      78      78
       535   1035        985       00 P 1                                                    76.06      78      78
                         TOT          P1                                                217,874.81
                         TOT          N1                                                    236.23
                       ** JOB TOTALS **               **                       **      218,111.04  **

    CONT NO 8924 * FA PROJ NOS RS  698001 100                                                          STATE
       536   1080        201       00 P 1                                               299,715.13      79      80
       536   1080        201       00 N 1                                                   150.00      79      79
       536   1080        206       00 N 1                                                   265.39      80      80
       536   1080        270       01 P 1                                                   505.25      79      80
       536   1080        296       00 N 9        2.05CR           499.86CR              322,963.53CR    79      80
       536   1080        297       00 N 9                                                15,040.00      79      79
       536   1080        298       00 N 9        2.05             499.86                307,923.53      79      80
       536   1080        900       00 P 1                           2.33                 48,932.57      79      80
       536   1080        900       00 N 1                                                   437.17      79      80
       536   1080        920       00 P 1                                                   143.18      79      80
       536   1080        921       00 P 1                                                   219.80      79      79
                         TOT          P1                            2.33                349,515.93
                         TOT          N1                                                    852.56
                       ** JOB TOTALS **               **            2.33   **          350,368.49  **

    CONT NO 9098   FA PROJ NOS RS  696001 100                                                          STATE
       536   1084        201       00 P 1   132,106.00          133,273.50              304,234.60      80      80
       536   1084        204       00 P 1     5,211.73CR          5,211.73CR              5,211.73CR    80      80
       536   1084        296       00 N 9     1,235.71CR          1,688.58CR            174,173.20CR    80      80
       536   1084        298       00 N 9     1,235.71            1,688.58              174,173.20      80      80
       536   1084        900       00 P 1     3,329.64            3,563.97               28,653.97      80      80
       536   1084        900       00 N 1
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TOTAL TO DATE JOB COST SUMMARY                                                        AUGUST 1980       PAGE

                                                                                         FISCAL         GRAND
DES  IPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE       TO
                                   527    2511     407         00 P 1                        12.80
                                   527    2511     412         00 P 1          37.10         37.10
                                   527    2511     414         00 P 1         284.64      1,014.48      1,
                                   527    2511     930         00 P 1         116.56        116.56
                                                   TOT         P1             538.30      1,280.94      1,
                                               ** JOB TOTALS **               538.30  **  1,280.94  **  1,

  RTIMER RANCH-JOHN DAY HY     CONT NO        FA PROJ NOS RS  423002 100
                                   535    2505     296         00 N 9                                   2,
                                   535    2505     298         00 N 9                                   2,
                                   535    2505     401         00 P 1
                                   535    2505     403         00 P 1
                                   535    2505     407         00 P 1
                                   535    2505     408         00 P 1
                                   535    2505     412         00 P 1                                   1,
                                   535    2505     414         00 N 1
                                   535    2505     920         00 P 1
                                   535    2505     930         00 P 1
                                                   TOT         P1                                       3,
                                               ** JOB TOTALS **                       **            **  3,

SALMON RIVER HWY-DEER CREEK    CONT NO        FA PROJ NOS RS  696001 100
                                   536    2511     296         00 N 9                                  21,
                                   536    2511     298         00 N 9                                  21,
                                   536    2511     401         00 P 1                                  16,
                                   536    2511     405         00 P 1
                                   536    2511     405         00 N 1                                   3,
                                   536    2511     407         00 P 1
                                   536    2511     408         00 P 1                                   2,
                                   536    2511     409         00 N 1                                   1
                                   536    2511     412         00 P 1
                                   536    2511     413         00 P 1                                   2
                                   536    2511     414         00 P 1
                                   536    2511     415         00 P 1                                   2,
                                   536    2511     419         00 P 1
                                   536    2511     471         00 P 1
                                   536    2511     903         00 P 1
                                   536    2511     920         00 P 1
                                   536    2511     930         00 P 1
                                                   TOT         P1                                      27,
                                                   TOT         N1
                                               ** JOB TOTALS **                       **            ** 27,4

PALMER CR CNTY RD-LAFAYETE HY CONT NO         FA PROJ NOS RS  698001 100
                                   536    2512     296         00 N 9          4.07CR         4.07CR   17,1
                                   536    2512     297         00 N 9                                   9
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                                                                      AUGUST 1980          PAGE  909
MARY
                                                                           FISCAL             GRAND TOTAL
RTMENT           PREFIX         FUNCTION    GR   CURRENT MONTH         YEAR TO DATE             TO DATE
            527    2511           407        00 P 1                            12.80               426.38
            527    2511           412        00 P 1           37.10            37.10               195.79
            527    2511           414        00 P 1          284.64         1,014.48             1,014.48
            527    2511           930        00 P 1          116.56           116.56               116.56
                                  TOT           P1           538.30         1,280.94             1,853.21
                              ** JOB TOTALS **               538.30   **    1,280.94   **        1,853.21  **

                                                                                                           STATE
Y HY        CONT NO          FA PROJ NOS RS   423002 100
            535    2505           296        00 N 9                                            2,573.00CR
            535    2505           298        00 N 9                                            2,573.00
            535    2505           401        00 P 1                                              750.00
            535    2505           403        00 P 1                                              273.00
            535    2505           407        00 P 1                                              299.03
            535    2505           408        00 P 1                                            1,034.50
            535    2505           412        00 P 1                                              305.78
            535    2505           414        00 P 1                                              629.91
            535    2505           920        00 P 1                                               28.14
            536    2505           930        00 P 1                                              242.29
                                  TOT           P1                                             3,562.65
                              ** JOB TOTALS **                        **                 **    3,562.65  **

                                                                                                           STATE
CREEK       CONT NO          FA PROJ NOS RS   696001 100
            536    2511           296        00 N 9                                           21,156.00CR
            536    2511           298        00 N 9                                           21,156.00
            536    2511           401        00 P 1                                           16,800.00
            536    2511           405        00 P 1                                            3,900.00
            536    2511           405        00 N 1                                               50.00
            536    2511           407        00 P 1                                            2,780.20
            536    2511           409        00 P 1                                              187.88
            536    2511           409        00 N 1                                               61.13
            536    2511           412        00 P 1                                              279.77
            536    2511           413        00 P 1                                               18.30
            536    2511           414        00 P 1                                            2,850.95
            536    2511           415        00 P 1                                               83.30
            536    2511           419        00 P 1                                                8.20
            536    2511           471        00 P 1                                                4.16
            536    2511           903        00 P 1                                               20.78
            536    2511           920        00 P 1                                               14.07
            536    2511           930        00 P 1                                              376.33
                                  TOT           P1                                            27,323.94
                                  TOT           N1                                               111.13
                              ** JOB TOTALS **                        **                 **   27,435.07  **

                                                                                                           STATE
FAYETE HY CONT NO            FA PROJ NOS RS   698001 100
            536    2512           296        00 N 9            4.07CR            4.07CR       17,116.00CR
            536    2512           298        00 N 9                                              900.00
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TOTAL TO DATE JOB COST SUMMARY                                                          AUGUST 1980
                                                                                               FISCAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX         FUNCTION    GR  CURRENT MONTH    YEAR TO DA
                                    527    2511          402       00 P 1                        12.
                                    527    2511          412       00 P 1         37.10          37
                                    527    2511          414       00 P 1        284.64       1,014
                                    527    2511          930       00 P 1        116.56         116.
                                                         TOT          P1         538.30       1,280.
                                                    ** JOB TOTALS **             538.30  **   1,280.

  MORTIMER RANCH-JOHN DAY HY     CONT NO          FA PROJ NOS RS  423002 100
                                    535    2505          296       00 N 9
                                    535    2505          298       00 N 9
                                    535    2505          401       00 P 1
                                    535    2505          403       00 P 1
                                    535    2505          407       00 P 1
                                    535    2505          408       00 P 1
                                    535    2505          412       00 P 1
                                    535    2505          414       00 P 1
                                    535    2505          920       00 P 1
                                    535    2505          930       00 P 1
                                                         TOT          P1
                                                    ** JOB TOTALS **                     **

  SALMON RIVER HWY-DEER CREEK    CONT NO          FA PROJ NOS RS  696001 100
                                    536    2511          296       00 N 9
                                    536    2511          298       00 N 9
                                    536    2511          401       00 P 1
                                    536    2511          405       00 P 1
                                    536    2511          406       00 N 1
                                    536    2511          407       00 P 1
                                    536    2511          408       00 P 1
                                    536    2511          409       00 N 1
                                    536    2511          412       00 P 1
                                    536    2511          413       00 P 1
                                    536    2511          414       00 P 1
                                    536    2511          415       00 P 1
                                    536    2511          419       00 P 1
                                    536    2511          471       00 P 1
                                    536    2511          903       00 P 1
                                    536    2511          920       00 P 1
                                    536    2511          930       00 P 1
                                                         TOT          P1
                                                         TOT          N1
                                                    ** JOB TOTALS **                     **

  PALMER CR CNTY RD-LAFAYETE HY CONT NO           FA PROJ NOS RS  698001 100
                                    536    2512          296       00 N 9            4.07CR
                                    536    2512          297       00 N 9
```

```
UMMARY                                                          AUGUST 1980        PAGE  909
                                                                      FISCAL          GRAND TOTAL
PARTMENT        PREFIX         FUNCTION   GR  CURRENT MONTH       YEAR TO DATE          TO DATE
            527    2511          402        00 P 1                           12.80             426.38
            527    2511          412        00 P 1          37.10            37.10             195.79
            527    2511          414        00 P 1         284.64         1,014.48           1,014.48
            527    2511          930        00 P 1         116.56           116.56             116.56
                                 TOT           P1          538.30         1,280.94           1,853.21
                            ** JOB TOTALS **               538.30  **     1,280.94  **       1,853.21  **

DAY HY    CONT NO          FA PROJ NOS RS  423002 100                                                  STATE
            536    2505          296        00 N 9                                         2,573.00CR
            536    2505          298        00 N 9                                         2,573.00
            536    2505          401        00 P 1                                           750.00
            536    2505          403        00 P 1                                           273.00
            536    2505          407        00 P 1                                           299.03
            536    2505          408        00 P 1                                         1,034.50
            536    2505          412        00 P 1                                           306.78
            536    2505          414        00 P 1                                           629.91
            536    2505          920        00 P 1                                            28.14
            536    2505          930        00 P 1                                           242.29
                                 TOT           P1                                          3,562.65
                            ** JOB TOTALS **                       **                **    3,562.65  **

 CREEK    CONT NO          FA PROJ NOS RS  696001 100                                                  STATE
            536    2511          296        00 N 9                                        21,156.00CR
            536    2511          298        00 N 9                                        21,156.00
            536    2511          401        00 P 1                                        16,800.00
            536    2511          402        00 P 1                                         3,900.00
            536    2511          405        00 M 1                                            50.00
            536    2511          407        00 P 1                                         2,780.20
            536    2511          408        00 P 1                                           187.88
            536    2511          409        00 M 1                                            61.13
            536    2511          412        00 P 1                                           279.77
            536    2511          413        00 P 1                                            18.30
            536    2511          414        00 P 1                                         2,850.95
            536    2511          415        00 P 1                                            83.30
            536    2511          419        00 P 1                                             8.20
            536    2511          471        00 P 1                                             4.16
            536    2511          903        00 P 1                                            20.78
            536    2511          920        00 P 1                                            14.07
            536    2511          930        00 P 1                                           376.33
                                 TOT           P1                                         27,323.94
                                 TOT           M1                                            111.13
                            ** JOB TOTALS **                       **                **   27,435.07  **

AFAYETE HY CONT NO         FA PROJ NOS RS  698001 100                                                  STATE
            536    2512          296        00 N 9            4.07CR            4.07CR    17,116.00CR
            536    2512          298        00 N 9                                           900.00
```

8735

# STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 12-10-79

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-423(2)
2. COUNTY Wheeler
3. STATE Oregon 8735

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental work, involved construction of roadbed grading, aggregate subbase and aggregate wearing course over Rowe Creek Road. All the work, completed on October 12, 1978, was performed on the Mortimore Ranch-John Day Highway Section of FAS 8551 approximately 10 miles southeast of Fossil in Wheeler County.

5. CONTRACTOR'S NAME L. V. Anderson & Sons, Inc.
6. CONTRACT AMOUNT $ 224,993.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) D Kessey
TITLE Assistant State Highway Engineer

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

RECEIVED STATE HWY ENGR
DEC 13 '79
REFER TO Kessey
FOR
Info
Inves
R/D
D/R
Sign
Act
File
12-13

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width 32 feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| 2010 | 2.273 | 26 | NA | |

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer
11. DATE OF INSPECTION 10-5-79 & 10-26-79
12. IN COMPANY WITH 10-5-79: Roy Britt, Wheeler County Roadmaster; R. Pool, Reg. 4 Construction Engr.; W. Robertson, Resident Engr., OSHD; 10-26-79: Unaccompanied

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE David B Carter
David B. Carter
14. TITLE Area Engineer
15. DATE 12-7-79

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE G. K. Hossner
G. K. Hossner
17. TITLE Field Operations Engineer
18. DATE 12/10/79

FORM PR-33C
(Rev. 7-72)
Previous editions of this form are obsolete

8735

December 18, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8735 awarded to L. V. Anderson & Sons, Inc., for work on the Mortimore Ranch-John Day Highway Section of FAS B551 in Wheeler County was completed on October 12, 1978, and accepted by the State Highway Engineer on December 15, 1978.

Final payment in the amount of $11,257.17 will be released to the contractor after December 26, 1978. The total contract amount is $227,487.62 including $2,157.25 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc
L. V. Anderson & Sons, Inc.
P. O. Box 757
Oakridge, OR 97463

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

bc
C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

87-

WHEELER COUNTY
FOSSIL, OREGON 97830

December 7, 1978

Will Robertson
State Highway
P.O. Box 1249
Bend, Oregon 97701

Copy
JER 7-1

Dear Mr. Robertson:

This letter constitutes acceptance of the FAS contract work done on the Rowe Creek Road from Highway 19 to the Mortimore Ranch.

We greatly appreciate the cooperation we received from the State Highway Division particularly the personnel from your office and consider this to be an excellent job executed in a business like manner.

I am sure that when the final oiling is done the people using the road will be greatly pleased, even now it's a vast improvement over its previous state.

Yours very truly,

Andrew F. Leckie
Andrew F. Leckie
Wheeler County Judge

AFL/bao

NOTED
H.S.COULTER

cc Coulter
Wimer

RECEIVED
STATE HWY ENGR
DEC 20 '78
REFER TO

FOR

| Info | Inves | R/D | D/R | Sgn | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8735

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION<br>Mprtimore Ranch - John Day Highway | | WEEK ENDING<br>November 4, 1978 |
| | | SECTION PREFIX<br>535-1035 |
| | HIGHWAY<br>FAS B551 | COUNTY<br>Wheeler |
| NAME OF JOB<br>Mortimore Ranch - John Day Hwy. | KIND OF WORK<br>Grading & Surfacing | |
| CONTRACTOR<br>L. V. Anderson and Sons, Inc. | CONTRACT NUMBER<br>8735 | FEDERAL AID PROJECT NUMBER<br>RS-423(2) |
| DATE OF CONTRACT<br>May 11, 1978 | DATE WORK STARTED<br>June 5, 1978 | ESTIMATED COMPLETION DATE<br>Project completed 10-12-78 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 150 | WORK DAYS USED<br>CALENDAR DAYS USED 130 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 87 |
| PROJECT AUTHORIZATION: $ 256,502.06 | | |
| EXCLUSIVE OF ENGINEERING: $ 219,201.50 | ENGINEERING AUTHORIZATION $ 20,339.37 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 195,678.40 | ENGINEERING COST TO DATE $ 18,804.71 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 84 |
| ESTIMATED PERCENT UNDERRUN 11 % | PERCENT OF AUTHORIZATION 92 % | DATE PROJECT WAS COMPLETED:<br>October 12, 1978 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 2.27 | 2.27 | | | |
| MILES PARTIALLY COMPLETED | - | - | | | |
| MILES COMPLETED | 2.27 | 2.27 | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | $115,883.00 | 14,100 CY | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | $ 81,420.95 | 14,472 CY | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | $81,420.95 | 14,472 CY | | | |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

Project completed

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K

Kessey RECEIVED Richards
Jackmond Berg
Hopkins NOV 6 1978 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 10/29/78 | No activity - project completed. |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

This week: Semi-final preparation.

Semi-final submitted to Region Thursday, November 2, 1978.

This is the final weekly report on this contract.

Const.

SIGNED W.L. Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8735

OREGON STATE HIGHWAY [illegible]SION

Form 81-734-1191

# Request for Outside Billing

(Or Advice of Cash Transaction)

| | |
|---|---|
| Address invoice to: Wheeler County Court<br>Courthouse<br>Fossil, OR 97830 | Request No. (assigned by staff engineer or head of section) cc 1887 |
| | Date August 28, 1978 |
| | Payer's Order No. (if any) |
| Attention of Mr. Roy Britt<br>County Roadmaster | Highway Div. Order No. (if any) (Number of "Order to Render Service") |

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $18,000

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $ 4,500 | |
| | | To be transferred to State Hwy. Funds for the construction of the Mortimere Ranch-John Day Hwy. Section<br>FAS B551 | | $13,500 |
| | | Covered by agreement #6095<br>Contract #8735<br>(AD 419) | | |

| | |
|---|---|
| If payer has made payment for this service, indicate the amount of payment. $ | Credit distribution:<br>535-1035 |
| If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 18,000.00 | Submitted by:<br>Harold Reynoldson<br>Harold Reynoldson |
| Is this a partial or final request for billing? Partial | Approved:<br>Regional Engineer |
| If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ | |
| Give the number of the last previous request in connection with this same service. | Approved:<br>G. W. Wimer Section Head or Staff Engineer |

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8735

9

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | orm Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>9-53 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Wheeler |
| MODIFICATION NUMBER<br>3 (No modif #2) | 8-28-78 | Project Number<br>RS-423 (2) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 4, 1977, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 289,502 | $ 292,502 |
| Federal funds | $ 248,305 | $ 250,878 |
| Other revisions | | |

This modification is made for the following reasons:

To include authorized right of way costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By ______

______
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

8717

Oregon State Highway Division
Salem, Oregon August 23, 1978

Federal Aid Project
No. RS-423 (2)

Mortimer Ranch-John Day Hwy. Section
County Road in Wheeler County

Revised Project Agreement Estimate.

Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $33,000.00 |
| | TOTAL | $33,000.00 |

Type Code 2010
Roadway (Sta. 14+00 to Sta. 134+00)

Total same as previous estimate of May 22, 1978 $256,502.00

Type Code ROW
Rights of Way (Sta 14+00 to Sta. 134+00)

| | | |
|---|---|---|
| Right of Way | All Required | $2,027.00 |
| | Subtotal | $2,027.00 |
| | Acquisition Expense | 973.00 |
| | TOTAL | $3,000.00 |

Length of Project ------------- 2.273 miles
Cost of Roadway Per Mile ------ $112,847.33

SUMMARY OF FUNDS (85.77%)

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 33,000.00 | $ 28,304.00 | $ 4,696.00 | $ -- |
| Roadway | 256,502.00 | 220,001.00 | 18,250.00 | 18,251.00 |
| ROW | 3,000.00 | 2,573.00 | 214.00 | 213.00 |
| TOTAL | $292,502.00 | $250,878.00 | $23,060.00 | $18,464.00 |

Group 1 - 100%
Contract No. 8735
Prefixes 535-1035
535-1954
535-2505

8735

STATE COPY

8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | rm Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>6-103. | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Wheeler |
| MODIFICATION NUMBER<br>1 | 6-13-78 | Project Number<br>RS-423(2) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 4, 1977, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 23,700.00 | $ 289,502.00 |
| Federal funds | $ 18,500.00 | $ 248,305.00 |
| Other revisions | | |

This modification is made for the following reasons:

Adding construction contract and increasing prorata to 85.77%.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of June, 1978.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By ______________________

TECHNICAL SERVICES ENGINEER
*(Title)*

By ______________________

STATE HIGHWAY ENGINEER
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*
For: G. L. Green

Oregon State Highway Division
Salem, Oregon - May 22, 1978

Federal Aid Project
No. RS-423(2)

## MORTIMER RANCH - JOHN DAY HWY. SECTION COUNTY ROAD IN WHEELER COUNTY

Revised Project Agreement Estimate

| | | | | |
|---|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | | $ 33,000.00 |

Type Code 6201
Roadway (Sta. 14+00 to Sta. 134+00)

| | | | | |
|---|---|---|---|---|
| Mobilization | All Required | | | $ 18,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | | 3,000.00 |
| Temporary Signs | 366 | sq.ft. | 6.00 | 2,196.00 |
| Temporary Barricades | 6 | each | 100.00 | 600.00 |
| Flagmen "F" | 600 | hour | 18.65 | 11,190.00 |
| Chain Saw | 40 | hour | 6.00 | 240.00 |
| Loader Rubber T | 160 | hour | 52.50 | 8,400.00 |
| Motor Grader | 190 | hour | 41.65 | 7,913.50 |
| Roller | 120 | hour | 37.95 | 4,554.00 |
| Tractor with Dozer | 190 | hour | 50.50 | 9,595.00 |
| Tractor with Dozer and Ripper | 200 | hour | 72.75 | 14,550.00 |
| Dump Truck | 450 | hour | 40.80 | 18,360.00 |
| Drill, Track Mounted | 60 | hour | 30.00 | 1,800.00 |
| Air Compressor, 600 CFM | 60 | hour | 20.00 | 1,200.00 |
| Laborers | 430 | hour | 19.15 | 8,234.50 |
| Explosives | 1,500 | lb. | 2.00 | 3,000.00 |
| Watering | 500 | M-Gal. | 6.00 | 3,000.00 |
| Aggregate Subbase | 11,500 | cu.yd. | 7.60 | 87,400.00 |
| 3/4" - 0 Aggregate Base | 2,600 | cu.yd. | 8.35 | 21,710.00 |
| 12 inch Culvert Pipe | 10 | lin.ft. | 5.00 | 50.00 |
| | | | | $224,993.00 |

| | | |
|---|---|---|
| Anticipated Items<br>Roadside Seeding and Mulching | All Required | $ 1,000.00 |
| | Subtotal | $225,993.00 |
| | Engineering (13.5%) | 30,509.00 |
| | Total | $256,502.00 |

Oregon State Highway Division
Salem, Oregon - May 22, 1978

Federal Aid Project
No. RS-423(2)

Length of Project: 2.273 miles
Cost of Roadway Per Mile: $112,847.33

Summary of Funds (85.77%)

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 33,000 | $ 28,304 | $ 4,696 | $ ----- |
| Roadway | 256,502 | 220,001 | 18,250 | 18,251 |
| Total | $289,502 | $248,305 | $22,946 | $18,251 |

Group 1 - 100%
Contract No. 8735
Prefix 535-1035
Prefix 535-1954

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>1-16 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT<br>1-4-77 | State<br>Oregon<br>County<br>Wheeler<br>Project No.<br>RS-423(2) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. SR 19, 8.8 mi. S.E. Fossil S.W. 2.5 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 5-18-76 | 2.5 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS Pro Rata 78.19%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 23,700 | $ 18,500 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By E S Hunter

Deputy State Highway Engineer
*(Title)*

By

*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
For: G. L. Green *(Division Administrator)*

Date executed by Division Administrator 1-4-77

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

Oregon State Highway Division
Salem, Oregon, December 27, 1976

Federal-aid Project
No. RS-423(2)

## MORTIMER RANCH-JOHN DAY HIGHWAY SECTION COUNTY ROAD IN WHEELER COUNTY

Project Agreement Estimate.

**Type Code P.E.**

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 23,700.00 |
| | Total | $ 23,700.00 |

Length of Project- - - - 2.5 miles

### SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 23,700.00 | $ 18,500.00 | $ 5,200.00 | $ — |
| Retain In P.S.&E. Contract Work | 200,000.00 | 156,350.00 | 21,825.00 | 21,825.00 |
| Total | $223,700.00 | $174,850.00 | $27,025.00 | $21,825.00 |

Group 1 - 100%
Prefix - 535-1954

8735

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 24, 1978

L. V. Anderson & Sons, Inc.
P. O. Box 737
Oakridge, OR 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8735 for work on the Mortimore Ranch-John Day Highway Section of FAS B551 in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Dale Allen
W. W. Robertson

May 18, 1978

Re: L. V. Anderson & Sons, Inc.

Enclosed, in duplicate, is contract no. 8735 for the above caption.

If you have any questions, please do not hesitate to contact our office.

Sincerely,

Margie Johnson
Bond Department

Enc.
CC: L. V. Anderson & Sons, Inc.

RECEIVED
MAY 19 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

TO OREGON TRANSPORTATION COMMISSION
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

**WARD**
**INSURANCE AGENCY**
P. O. BOX 10167
EUGENE, OREGON 97440
PHONE 503/687-1117

8735

May 11, 1978

L. V. Anderson & Sons, Inc.
P. O. Box 757
Oakridge, OR 97463

Gentlemen:

The Oregon Transportation Commission on May 4 accepted your proposal for work on the Mortimore Ranch-John Day Highway Section of FAS B551 in Wheeler County for the sum of $224,993 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Wheeler County and when the sum of $18,000 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8735.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 23, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
W. W. Robertson
SAIF
Fran

8735 9

STATE OF OREGON INTEROFFICE MEMO

TO: Files

DATE: May 2, 1978

FROM: D. Ridings

SUBJECT: Bids Received 4-27-78 for Secondary and Off System Road Projects:

| | |
|---|---|
| OS-0800(1) | Old Coast Hwy.-Boat Basin Road Section |
| RS-A482(1) | Upper Calapooia River Bridge |
| RS-423(2) | Mortimer Ranch-John Day Highway Section Wheeler |

We feel it to be in the public interest to award the subject projects although the bids exceeded our engineer's estimates. Justification for these decisions are attached.

DAR:tmw

Att.

cc: G. L. Green
Gen. File

81-125-1387

PROJECT % OVER EE $ OVER EE

I-5-1(92)00 (cont.) Several adjustments to the Engineer's Estimate are reasonable. No money was provided in the estimate for preparation of the quarry site. The amount estimated for drilling and shooting at $1.25/C.Y. was low because of the blocky character of the rock and the nearness ot the old highway. The placing costs will be higher than estimated because of the thin 1½ inch lift. Two paving spreads are anticipated by the contractor to balance the AC plant production. The cost added is estimated at $1.00/ton. The quantity of AC was cut from 50,000 tons when the Engineer's Estimate was prepared to 33,000 tons when the job was bid without review of the effect of the quantity change on price.

The total adjustments the AC estimates equal $2.10/ton, which would bring the low bid within 10% of the Engineer's Estimate. There were five responsive bidders on the project with the three low bidders within 1.7% of each other. Because of the above reasons, the short 100 CWD completion time and the other contractor in the area,no better bid is anticipated be readvertising. Recommend acceptance of the low bid.

M-3920(1) Grandview and Wimer St. (Ashland) +19.10 $39,784.20

Only two bidders on this project. Recommend rejection of the low bid as being too high.

Wolf Creek Tavern State Wayside +33.3 $24,803.00

Only one bidder on this project. Recommend rejection of low bid as being too high.

RS-A482(1) Upper Calapooia River Bridge +11.42 $49,060.00

Bridge project. Bridge tentatively recommends acceptance. A letter of their recommendation to follow.

RS-423(2) Mortimore Ranch-John Day Highway +11.6 $23,339.00

An error in the Engineer's Estimate for the estimated price of Aggregate subbase of $0.75 per C.Y. was found. After the final estimate was completed, the unit of measurement for payment for aggregate subbase and 3/4"-0 aggregate base was changed from tons to cubic yards.

The low bid would be within the usual allowance of the revised estimate. Recommend acceptance of the low bid.

Edgar L Johnsen

Edgar L. Johnsen
Chief Cost and Special
Studies Engineer

ELJ:bn
cc: F. B. Klaboe
Dave Moehring
J. H. Versteeg
O. B. Jackmond
H. S. Coulter
W. J. Hart
D. E. Swan
Virgil Boyd
E. S. Hunter
C. T. Keasey
Larry Jacobson

COST ANALYSIS

PROJECTS BID APRIL 27, 1978

| PROJECT | | % OVER EE | $ OVER EE |
|---|---|---|---|
| M-000C(4) | S.W. Pine-S.W. Madison | +15.6 | $90,200.00 |

Traffic job. Traffic advised that they have had little experience with this type of project. Their tentative feeling is to accept the low bid. Their letter of reccommendation will follow.

| | | | |
|---|---|---|---|
| OS-0800(1) | Old Coast Hwy.-Boat Basin Road | +21.9 | $62,937.90 |

The engineers estimate was influenced by a local contractor who recently sold his business and is no longer locally active. A contractor with experience with the boat basin construction advises that the groundwater table is practically at ground level and boulders will be encountered in the underground drainage work.

The engineers estimate was in error $1.00 per cubic yard for Bid Item #13, Grid Rolled Aggregate Subbase. Because a local contractor is unavailable, our estimate for mobilization was low. These revisions of the prices are indicated for the above reasons.

| Number | Item | Increase |
|---|---|---|
| 1 | Mobilization | $ 6,400.00 |
| 13 | Grid Rolled Aggregate Subbase | 9,600.00 |
| No's<br>18, 19,<br>20, 26 | Installing Drains and Culvert Pipes | 24,000.00 |
| | | $40,000.00 |

These adjustments would place the low bid within the engineers allowance. Recommend acceptance of the low bid.

| | | | |
|---|---|---|---|
| F-55(3) | N.E. Diamond Lake Blvd.-S.E. Washington Ave. | +12.2 | $38,559.00 |

The contractors' appraisal of four lump sum bid items is consistantly higher than the Engineer's Estimate. The higher range bid by both of these responsive contractors is consistant. The remaining bid prices are in line with the Engineer's Estimate.

May 1, 1978

Wheeler County Court
Courthouse
Fossil, Oregon 97830

Attn: Mr. Roy Britt
Roadmaster

Gentlemen:

On April 27, 1978, the lowest of 2 bidders on the Mortimere Ranch-John Day Hwy. Section FAS B551 was L. B. Anderson and Sons which bid is approximately 12% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project the following advance deposit is required prior to awarding the contract:

| | |
|---|---|
| Bid Items | $224,993.00 |
| Roadside seeding & Mulching | 1,000.00 |
| 4½% Contingencies | 10,169.69 |
| (9%) Engineering | 20,339.37 |
| Estimated Total Cost | $256,502.06 |

Advance Deposit:
7% of $256,502.06 = 17,955.14 or say $18,000.00

Please make your check for $18,000.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434-Transportation Building, Salem, Oregon 97310, prior to May 19, 1978.

Very truly yours,

G. W. Wimer
Local Government Manager

FH:dmc

bc: w/att: Roger Lang (AD 419)
Vern Skoog - Please notify Virgil Boyd upon receipt of money.

8735

9

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

4-5-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
423(2)

STATE PROJECT NO.
See Below

COUNTY NAME

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-107

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 5-18-76 | 4-5-78 | Secondary 814 | County Road |

GENERAL LOCATION:
"MOrtimore Ranch - John Day Highway"

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. D. E. Swan's dated March 31, 1978 that provision of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

Swan
4-10

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4-5-78 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8735

958

FAS B551

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/30/78

Donald L. Trout

Bid Letting ______ All Clear Deadline ______

SECTION MORTIMORE RANCH-JOHN DAY HIGHWAY

Highway FAS B551

County Wheeler Region 5

Type of Work G. P Funds FAS-C 9/77

State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☐ | ☒ | ☐ | ☐ | ☒ | Permit applied for |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

Section [illegible] By [illegible] Programming Estimate $ 230,000

Highway [illegible] Project Length 2.27 mi

County [illegible] Completion Time 150 calendar days (10-30-78)

Kind of Work Grading & Surfacing

Prefix 535-1054 FA Project No. RS-423(2)

**ROUTING SLIP** Date: 3/29/78

**DEPARTMENT OF TRANSPORTATION**

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Computer Center (Lane Ave.)
- Construction
- Data Processing (Transp. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lane Ave.)
- Landscape
- Library
- Location
- Mail Room
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- Region Number 4
- District Number

ATTENTION: Larry Asburry

FROM: Proj. Mngt.

F. Y. I.

Form 81-731-0022 (7/77)

STRUCTION AUTHORIZATION

ract Amount $ ~~198,[illegible]~~ 201,654

1000

$ 1000

Misc. Permit Fees

Roadside Seeding & Mulching

$ ~~199,489~~ 202,654

Contingencies (4-1/2%) ~~8,999~~ 9,119.43

Engineering ( 9 %) ~~17,999~~ 18,238.86

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ ~~226,987~~ 230,012.29

APPROVED

J H [illegible]

Road Design Engineer

NOTED
D. O. Christensen

Section Mortimore Ranch - John Day Highway
Programming Estimate $ 227 000

Highway FAS B551
Project Length 2-27 mi

County Wheeler
Completion Time 150 calendar days

Kind of Work Grading & Surfacing
(10-30-78)

Prefix 535-1954
FA Project No. RS-423(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~198,989~~ 201,654

| | | |
|---|---|---|
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Install Water Meter | | $ 1000 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| Roadside Seeding & Mulching | 1000 | |
| | | $ ~~199,989~~ 202,654 |
| Contingencies (4-1/2%) | | 9,119.43 ~~8,999.50~~ |
| Engineering ( 9 %) | | 18,238.86 ~~17,999.01~~ |
| SUBTOTAL | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ ~~226,987.52~~ 230,012.29 |

APPROVED
J H Hunting
Road Design Engineer

NOTED
D. O. Christensen

(Apr.)

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 3-1-78

Section Mortimore Ranch-John Day Highway

County Wheeler

Kind Of Work Grading & Surfacing

Length 2.27

Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Mobilization (8%) | | Lump Sum | All | | 14,800 |
| 2 | Temporary Protection And Direction Of Traffic | | Lump Sum | All | | 2850 |
| 3 | Temporary Signs | | Sq. Ft. | 366 | $6^{50}$ | 2379 |
| 4 | Temporary Barricades | | Each | 6 | 125 | 750 |
| 5 | Flagmen "F" | | Hour | 600 | $20^{50}$ | 12,300 |
| | | | | | | |
| | ROADWORK | | | | | |
| 13 | Drill, Track Mounted | | Hour | 60 | $25^{00}$ | 1500 |
| 14 | Air Compressor, 600 CFM | | Hour | 60 | $20^{00}$ | 1200 |
| 6 | Chain Saw (2.01 CID) | | Hour | 40 | $4^{00}$ | 160 |
| 7 | Loader rubber T 3cy min | | Hour | 160 | $40^{00}$ | 6400 |
| 8 | Motor Grader min 23,000 lbs | | Hour | 190 | $35^{00}$ | 6650 |
| 9 | Roller | | Hour | 120 | $35^{00}$ | 4200 |
| 10 | Tractor with Dozer | | Hour | 190 | $50^{00}$ | 9500 |
| 11 | Tractor with Dozer and Ripper | | Hour | 200 ~~300~~ | $55^{00}$ | 11,000 ~~16,500~~ |
| 12 | Dump Truck | | Hour | 450 | $30^{00}$ | 13,500 |
| 15 | Laborers | | Hour | 430 ~~200~~ | $20^{50}$ | 8815 ~~4100~~ |
| 16 | Explosives | | Lb. | 1500 | $1^{50}$ | 2250 |
| 17 | Watering | | M-Gal | 500 | $10^{00}$ | 5000 |
| 18 | Aggregate Subbase | | Cu. Yd. | 11,500 | $6^{50}$ | 74,750 |
| 19 | 3/4"-0 Aggregate Base | | Cu. Yd. | 2600 | $9^{00}$ | 23,400 |

OREGON STATE HIGHWAY DIVISION (APF)

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 3-1-78

Section Mortimore Ranch-John Day Highway

County Wheeler

Kind Of Work Grading & Surfacing

Length 227

Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| 10 | 12-inch Culvert Pipe | | Lin ft | 10 | 25.00 | 250.00 |
| | | | | | | |
| | | | | | ~~198,~~ | ~~989~~ |
| | | | | | 201, | 654 |

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: March 13, 1978

FROM: Robert H. Prange
Local Projects Manager

SUBJECT: Mortimer Ranch-John Day Hwy. Sec.
Rowe Creek Road
FAS B551
Wheeler County

Mr. Larry Asburry, Region 4, contacted the County and they will go for a $230,000 project.

RHP:lml

cc: Larry Asburry
J. H. Versteeg
D. E. Swan

JH N M

Section Mortimore Ranch - John Day Highway

Programming Estimate $ 2 : 000

Highway FAS R551

Project Length 2-27 mi

County Wheeler

Completion Time 150 calendar days

(10-20-78)

Kind of Work Grading & Surfacing

Prefix 535-1954

FA Project No. RS-423(2)

## ESTIMATED CONSTRUCTION AUTHORIZATION

act Amount $ 198,989

$ 1000

Roadside Seeding & Mulching . . . . . . . . . 1000

---

ROUTING SLIP Date: 3/13/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number

ATTENTION: Larry Asbury

FROM: Local Prog.

Would you please inform the county.

Form 81-731-0022 (7/77)

---

$ 199,989

Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . 8,999 51

Engineering ( 9 %) . . . . . . . . . . . . . . . . . . . . . 17,999 01

SUBTOTAL $

Credit for ________________ . . . . . . . . .

Estimated Net Authorization, Construction . . . . . . . . . . $ 226,987 52

APPROVED

Road Design Engineer

Section Mortimore Ranch - John Day Highway
Programming Estimate $ 21,000
Highway FAS B551
Project Length 2-27 mi
County Wheeler
Completion Time 150 calendar days (10-30-78)
Kind of Work Grading & Surfacing
Prefix 535-1954
FA Project No. RS-423(2)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 198,989

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Install Water Meter | | $ 1000 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| Roadside Seeding & Mulching | 1000 | |

$ 199,989
Contingencies (4-1/2%) 8,999$^{51}$
Engineering ( 9 %) 17,999$^{01}$
SUBTOTAL $
Credit for
Estimated Net Authorization, Construction $ 226,987$^{52}$

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION (Apr,)

SU ARY--BID SCHEDULE--COST ESTIMAT

Sheet 1 of 2

Date 3-1-78

Section Mortimore Ranch-John Day Highway

County Wheeler

Kind Of Work Grading & Surfacing

Length 2.27

Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Mobilization (8%) | | Lump Sum | All | | 14,800 |
| 2 | Temporary Protection And Direction Of Traffic | | Lump Sum | All | | 2850 |
| 3 | Temporary Signs | | Sq. Ft. | 366 | $6^{50}$ | 2,379 |
| 4 | Temporary Barricades | | Each | 6 | 125 | 750 |
| 5 | Flagmen "F" | | Hour | 600 | $20^{50}$ | 12,300 |
| | | | | | | |
| | ROADWORK | | | | | |
| | | | | | | |
| 6 | Chain Saw (2.01 CID) | | Hour | 40 | $4^{00}$ | 160 |
| 7 | Loader rubber T 3cy min | | Hour | 160 | $40^{00}$ | 6,400 |
| 8 | Motor Grader min 23,000 lbs | | Hour | 190 | $35^{00}$ | 6,650 |
| 9 | Roller | | Hour | 120 | $35^{00}$ | 4200 |
| 10 | Tractor With Dozer | | Hour | 190 | $50^{00}$ | 9,500 |
| 11 | Tractor With Dozer and Ripper | | Hour | 300 | $55^{00}$ | 16,500 |
| 12 | Dump Truck | | Hour | 450 | $30^{00}$ | 13,500 |
| 13 | Laborers | | Hour | 280 | $20^{50}$ | 5600 |
| | | | | | | |
| 14 | Watering | | M-Gal | 500 | $10^{00}$ | 5000 |
| 15 | Aggregate Subbase | | Cu. Yd. | 11,500 | $6^{50}$ | 74,750 |
| 16 | 3/4"-0 Aggregate Base | | Cu. Yd. | 2,600 | $9^{00}$ | 23,400 |

(AP)

OREGON STATE HIGHWAY DIVISION
SU  ARY--BID SCHEDULE--COST ESTIMAT

Sheet 2 of 2
Date 3-1-78

Section Mortimore Ranch-John Day Highway
County Wheeler
Kind Of Work Grading & Surfacing
Length 227
Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| 17 | 12-inch Culvert Pipe | | Lin Ft | 10 | 25.00 | 250.00 |
| | | | | | | 198,989 |

Section Mortimore Ranch-John Day Highway Programming Estimate $

Highway FAS B551 Project Length 2 - 27mi

County Wheeler 3-10-78 Completion Time 150 calendar days (10-30-78)

Kind of Work Grading & Surfacing

Prefix 535-1954 FA Project No. RS-423(2)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 213,418

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment | |
| Building Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | |
| Permanent Pavement Striping | |
| Temporary Pavement Striping | |
| Remove Pavement Striping (Exist. & Temp.) | |
| Temporary Erosion Control | |
| State Furnished | |
| Install Water Meter | |
| Furnish Water | |
| Laboratory Fees | |
| On the Job Trainees | |
| State Responsibility for Damages | |
| Signal Controller Testing | |
| Bikeway Signs | |
| Furnish Mail Box Posts | |
| Adjust Utilities | |
| Misc. Permit Fees | |
| Roadside Seeding & Mulching | 1000 |

$ 1000

| | |
|---|---|
| | $ 214,418 |
| Contingencies (4-1/2%) | 9,648 81 |
| Engineering ( 9 %) | 19,297 62 |
| SUBTOTAL | $ |
| Credit for | |
| Estimated Net Authorization, Construction | $ 243,364 43 |

APPROVED

Road Design Engineer

Wheeler County said they would go the $230,000 - Larry Asbury

3/10/78

OREGON STATE HIGHWAY DIVISION (Apr.)

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 3-1-78

Section Mortimore Ranch-John Day Highway

County Wheeler

Kind Of Work Grading & Surfacing

Length 2.27

Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| 1 | Mobilization (8%) | | Lump Sum | All | | 15,800 |
| 2 | Temporary Protection And Direction Of Traffic | | Lump Sum | All | | 2850 |
| 3 | Temporary Signs | | Sq. Ft. | 366 | $6^{50}$ | 2,379 |
| 4 | Temporary Barricades | | Each | 6 | 125 | 750 |
| 5 | Flagmen "F" | | Hour | 600 | $20^{50}$ | 12,300 |
| | | | | | | |
| | ROADWORK | | | | | |
| | | | | | | |
| | | | | | | |
| 6 | Chain Saw (2.01 CID) | | Hour | 40 | $4^{00}$ | 160 |
| 7 | Loader rubber T 3cy min | | Hour | 160 | $40^{00}$ | 6,400 |
| 8 | Motor Grader min 23,000 lbs | | Hour | 190 | $35^{00}$ | 6,650 |
| 9 | Roller | | Hour | 120 | $35^{00}$ | 4,200 |
| 10 | Tractor With Dozer | | Hour | 190 | $50^{00}$ | 9,500 |
| 11 | Tractor With Dozer and Ripper | | Hour | 300 | $55^{00}$ | 16500 |
| 12 | Dump Truck | | Hour | 450 | $30^{00}$ | 13,500 |
| 13 | Laborers | | Hour | 280 | $20^{50}$ | 5600 |
| | | | | | | |
| 14 | Watering | | M-Gal | 500 | $10^{00}$ | 5,000 |
| 15 | Aggregate Subbase | | Cu. Yd. | 11,500 | $7^{60}$ | 87,400 |
| 16 | 3/4"-0 Aggregate Base | | Cu. Yd. | 2,600 | $9^{30}$ | 24,180 |
| | | | | | | |
| | | | | | | |

(APT)

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 3-1-78

Section Mortimore Ranch-John Day Highway

County Wheeler

Kind Of Work Grading & Surfacing

Length 2.27

Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| 17 | 12-inch Culvert Pipe | | Lin Ft | 10 | 25.00 | 250.00 |
| | | | | | | |
| | | | | | | 213,418.00 |

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

CC DE Swan
Jim Chidsey
C.T. Keasey

Attention: Right-of-Way Section 1-17-78

Subject: Federal Aid Project No. RS 423(2)
Project Name Mortimer Ranch-John Day Hwy. Sec.
Rowe Creek Road, FAS B551 535

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Fossil, Oregon, this 17th day of January, 1978

County of Wheeler

Andrew L. Leckie
County Judge

Certified By:

Regional Right-of-Way Supervisor
Date 1-17-78

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8735

FAS 814

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: 535-1954

Bend, Oregon 97701
November 23, 1977

FROM: L. R. Asburry
Regional Federal Aid Engineer

TO:
Duane O. Christensen
Final Design Engineer

SUBJECT: Mortimore Ranch-John Day Hwy
FAS B551 (Rowe Creek Road)
Wheeler County

I have reviewed the preliminary plans for the subject project and have the following recommendations:

1. Sheet 2 - a fallout and steeper slopes should be shown for the rock area.

2. Suggest that the aggregate base be changed to 2" maximum size aggregate subbase.

LRA:pw

Note:
Discussed with Bob Poole. Aggregate SuBBase to be 1½"-0 crushed.
Falloat to be added @ 2 locations
J.W.

REFERRED TO
Beard Dorn
Cole Semple
Erikson ✓ Watson JW
Hayes Lou
[✓ Return] [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
1 Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 25 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Reynoldson

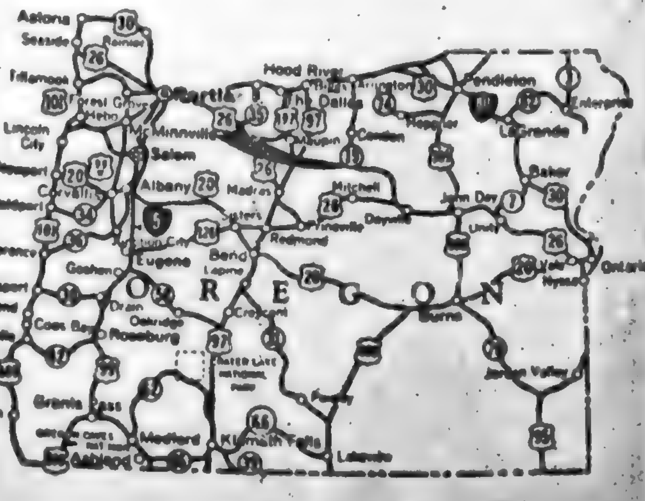
| MORTIMORE RANCH - JOHN DAY HWY. SEC.<br>FAS B551 (ROWE CR. ROAD)<br>WHEELER COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

FAS-C

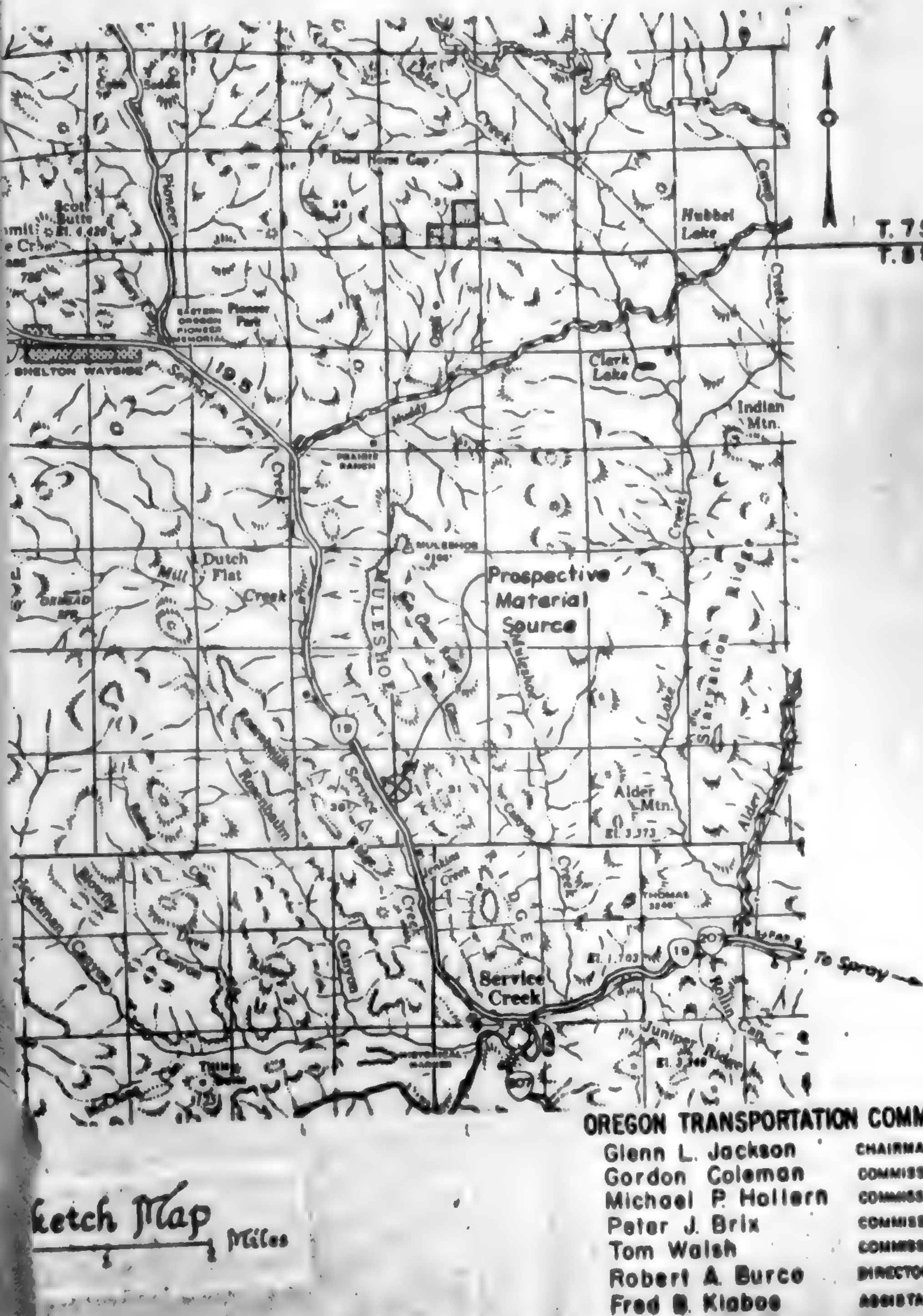
PRELIMINARY COPY
OCT 20 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

E OF OREGON
GHWAY DIVISION
R PROPOSED PROJECT

# CH - JOHN DAY HWY. SEC.
## (ROWE CR. ROAD)
## EELER COUNTY



Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
Enterprise
McMinnville
Salem
La Grande
Lincoln City
Newport
Albany
Corvallis
Madras
Mitchell
Baker
Waldport
John Day
Florence
Eugene
Bend
Redmond
Ontario
Reedsport
North Bend
Coos Bay
Roseburg
Burns
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Gold Beach
Jordan Valley
O R E G O N



N
Scott Butte
Dead Horse Cap
Hubbel Lake
T. 7S., R. 23E.
T. 8S., R. 23E.
Pioneer
Shelton Wayside
Pioneer Park
Eastern Oregon Pioneer Memorial
Clark Lake
Indian Mtn.
Creek
Dutch Flat
Mill Creek
Muleshoe
Prospective Material Source
Starvation Ridge
Alder Mtn.
Service Creek
To Spray
Juniper Ridge
19
Sketch Map
Miles

APPROVED 11/2 19 77
COUNTY COURT OF Wheeler COUNTY
BY Andrew E. Leckie
COUNTY JUDGE
COUNTY COMMISSIONER
COUNTY COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER
EDGAR S. HUNTER

| | |
|---|---|
| H. S. Coulter | STATE HIGHWAY ENGINEER |
| E. S. Hunter | TECHNICAL SERVICES ENGINEER |

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Michael P. Hollern | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

8735

October 21, 1977

Wheeler County Court
Courthouse
P. O. Box 327
Fossil, OR 97830

Attention Mr. Roy Britt
Roadmaster

SUBJECT: Right-of-Way Costs
Mortimer Ranch-John Day Hwy. Sec.
Rowe Creek Rd., FAS B551
RS-423(2)

Dear Mr. Britt:

It is estimated that the right-of-way costs for the subject section is approximately $4,500.00.

We are requesting that the county send in an advance deposit of $315.00 (7% of $4,500 = 315.00). Would you please send it to Mr. Harold Brainerd, P. O. Box 1249, Bend, OR 97701.

Very truly yours,

Robert H. Prange
Local Projects Manager
Project Management Section

HR:ljt

bc: Harold Brainerd, Region 4: Please forward the $315.00 to this office along with one copy of the advance deposit form AD 329.

H

N m

8735 10-12-77 8

[illegible] - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-423(2)

STATE PROJECT NO. See Below

COUNTY NAME Wheeler

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-107

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG'R
OCT 21 77
REFER TO
FOR

| | | | |
|---|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>10-12-77 | FEDERAL ROUTE NUMBER<br>Secondary Route 814 | STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:
"Mortimer Ranch - John Day Highway Section"

GENERAL DESCRIPTION OF WORK:
Program Change and acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program Change
Add to Character of Wrok
"All phases of Right of Way"
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 10-4-77 letter, I approve the program change as requested and you are authorized to proceed with the actual acquisition of right of way at a TEC $4,500 -F.F. $3,519.

Federal participation is limited to that right of way incorporated in the final location.

DATE 10-12-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8735

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 4, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: MINOR PROGRAM CHANGE
Item No. RS-107
Project No. RS-423(2)
Mortimer Ranch-John Day
Highway Section
Wheeler County

Send for Advance deposit $ 315

We request the following:

1) Approval of a minor program change on the subject project to include in the character of proposed work "Right-of-Way Phase", at an estimated total cost of $4,500 with federal funds of $3,519.

2) Authorization to proceed with the actual acquisition of the right-of-way at an estimated total cost of $4,500 with an obligation of $3,519 in federal funds.

No improvements are within the areas to be acquired; therefore, there will be on relocation assistance.

CL:dpy

cc: J. B. Boyd
Frank Lowe
H. Reynoldon

5735

# OREGON STATE HIGHWAY DIVISION
## Location Section
## Surfacing Design Unit

Section: Mortimer Ranch-John Day Highway

Highway: F.A.S. B551

County: Wheeler

Prefix: 535-1954

Res. Engr. L. Asburry

Date August 16, 1977

Ten Year Traffic Coefficient 6.6

18 kip s.a. per day 18.0

R value 17

Frost Penetration 30"

CBE Total Requirement 19.5"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| | **2nd Stage** | |
| 3.0" | Emulsion Treated Wearing Surface | 5.5 |
| 6.0" | Aggregate Base | 6.0 |
| | **1st Stage** | |
| 2.0" | Aggregate Level | 2.0 |
| 6.0" | Crusher Run Aggregate Subbase | 6.0 |
| 17.0" | Final Stage | 19.5" |

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Programs

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 17 1977
m
File: PM FA
TM ______ LG OP

8735

PAS 814

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
August 10, 1977

FILE: LOC 17
35-1954

FROM: John E. Holcomb
Regional Traffic Engineer

SUBJECT: John Day Hwy-Mortimer Ranch
Row Creek Road
Wheeler County

TO: D. O. Christensen
Road Design Section

Judge Leckie phoned on Monday, August 8, 1977 and said that if an Environmental Impact is required to change the correction to the John Day Highway, forget the change and leave the connection as is. They do not want to delay the project.

JEH:mr

1 Versteeg ✓
2 Don

RECEIVED
AUG 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Beard
Cole
Eriksen Copy
Hager
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

8735 FAS814

Salem, Oregon
July 18, 1977

By Lyle K. Watson
Duane O. Christensen
Final Design Engineer

Mortimer Ranch-John Day Highway
FAS 814
Wheeler County

Gary Potter
Environmental Engineer

The revised connection to the John Day Highway will require right-of-way through Public Property. The enclosed pring shows the existing and proposed connections. The present use is Park Lands.

Region IV has reviewed this connection with Wheeler County. They are aware, that to obtain this right-of-way, will require a 4F Statement, revision of the Environmental Impact Statement, and delay of the project.

Please prepare the required documents.

?

1 Versteeg
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 19 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DOC:az
Encl.
cc: F. E. Terpin
J. B. Boyd
C. M. Williams
L. K. Watson

5735

AN EQUAL OPPORTUNITY EMPLOYER

**EXECUTIVE DEPARTMENT**

**INTERGOVERNMENTAL RELATIONS DIVISION**

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

Morti[illegible] Ranch-John Day Hwy.
FAS-814, Rowe Creek Road
Wheeler County

May 10, 1976

5/17/76

cc: G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co-City
~~B.~~ L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Div.

L. W. Rulien
State Highway Division
State Highway Building
Salem, OR 97310

Dear Mr. Rulien:

Re: Mortimer Ranch - John Day Hwy
PNRS 7603 2 900

The State Clearinghouse has received additional comments on your project from the Soil and Water Conservation Commission subsequent to issuance of the original sign-off letter of April 14, 1976. Soil and Water has commented as follows:

> *ADDITIONAL COMMENTS FOR PROJECT IMPROVEMENT: The grade from top of ridge to Highway 19 appears to be of unsuitable grade according to the Wheeler Soil and Water Conservation District to be a satisfactory winter time road, regardless of surface. Aspect is entirely wrong along with grade. They suggest exploring the old road grade from ridge top to highway.*

A copy of this letter should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

William H. Young
Administrator

WHY:llh

BEN GIFFORD
3-17-76

8735

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 9, 1977

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: Harold Brainerd
Region 4 R/W Supervisor

SUBJECT: File AGR 67, Misc. C&A 6095
Right of Way Services Agreement
Mortimer Ranch-John Day Hwy. Sec.
Rowe Creek Road
Wheeler County

MISC. CONTRACTS, and AGREEMENTS No. 6095

Attached are two copies of the Right of Way Services Agreement with Wheeler County signed by Mr. Boyd. Also attached is a copy for your file.

The prefix for this project will be 35-8201.

AE
mp
Attach.

cc: C. W. Head, w/orig. agree.
County-City, w/c agree.
Bob Warberg, Finance, w/c
Title, w/c

NOTED
C. W. HEAD

8735

OREGON STATE HIGHWAY DI SION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

4-20-77

Subject: Federal Aid Project No. RS-423(2)
Project Name Mortimer Ranch-John Day Highway
Rowe Creek Road, FAS 814

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

No utilities involved

Signed at Fossil, Oregon, this 20th day of April, 1977

County of Wheeler

Andrew L. Leckie
Chairman

O. J. Setto
Commissioner

Commissioner

c.c. J.B. Boyd
J.V. Verstoeg
D.E. Swan
Jim Chidsey
C.T. Keasey

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8735

March 21, 1977

Wheeler County Court
P. O. Box 327
Fossil, OR 97830

Attention: Arlene Stagner
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6095

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Mortimer Ranch-John Day Highway Section of the Rowe Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

8735 FAS 814

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
March 14, 1977

FILE: 535-1954

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: H. Reynoldson
Local Projects Coordinator

SUBJECT: Mortimer Ranch-John Day Highway
Rowe Creek Road
Wheeler County

The County has chosen the option of shortening this job to approximately 2.1 miles. This is option 2, as noted in previous correspondence, and would cost approximately $199,000. A letter from the County Judge is enclosed.

1 Versteeg ✓
2 Olson
Christensen DW
Scott
Swenson
Savage
Trout

RECEIVED
MAR 17 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

David Fenton

DSF:pw
Enclosure

c.c. D.O. Christensen

PROJECT MANAGEMENT
MAR 15 '77
REFERRED
FOR
Info | Investigate | R/D | Action | File | Letter | See me

3-21-77
This job has been given to Location Section to rework & copy of this letter given to G. Mills ~~this date~~
GWS

REFERRED TO
Beard ✓ Reed
Cole Sample GWS
Eriksen Watson
Hager Wolfe
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

NOTED

WHEELER COUNTY
FOSSIL, OREGON 97830

March 8, 1977

David S. Fenton, Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

Dear Dave:

Relating to our phone conversation, Wednesday the 2nd, the County Court believes that Option number two for the improvement of the Rowe Creek Road would be the one that they would choose. Option two being for $199,000.00 full program of construction for 2.1 miles. Thanks for advising us on this and for all your help in getting this program under way.

Yours very truly,

Buck

Andrew F. Leckie
Wheeler County Judge

AFL/bao

8735

**STATE OF OREGO** **INTERO E MEMO**

FAS
Wheeler

TO: MEMORANDUM TO THE FILES

DATE: March 2, 1977

Robert H Prange

FROM: Robert H. Prange
Local Projects Manager

SUBJECT: Mortimore Ranch-John Day Highway Section
Rowe Creek Road, FAS B-551 (Formerly FAS 814)
Wheeler County
Project No. RS-423(1)

The roadway width for this project was programmed with FHWA for 28 feet. We are now requesting that the programming be changed to 26 feet. This is still within the standards.

We are also requesting deviations from standards for three horizontal curves in the proposed alignment. These curves are 52, 57 and 76 degrees. To make these curves standard, would require extensive realignment changes, greater volumes of earthwork, and additional right-of-way. Because of the location, terrain, low volume of traffic and the added costs, we feel the deviations are desirable.

RHP/HR:sch

cc: D. E. Swan
J. H. Versteeg
Dave Fenton, Region 4

County prefers option 2 - approx 2.1 miles
want completed project as far as we can
go. Dave Feton 3/10/77

Letter Coming
HR

HR

NOTED
M NOR C. H LMES

81-125-1367

8755

-77

# NARRATIVE REPORT

Mortimore Ranch-John Day Highway
FAS ~~814~~ 855' (Rowe Creek Road)
L. R. Asburry, Resident Engineer

Wheeler County
Prefix No. 535-1455
Febuary, 1977

The purpose of this survey is to prepare plans and specifications for grading and surfacing of approximately 2.5 miles of FAS 814 (Rowe Creek Road) in Wheeler County. This is a FAS-C project. The begining of the project is at the intersection of FAS 814 and the John Day Highway at M.P. 69.07 which is ten miles southeast of Fossil. The Southerly end of the project will be determined by availability of funds.

The intent of the County is to improve the all-weather capabilities and provide an adequate surface for future oiling. Their primary concern is that they get the most mileage for their money.

The project has been worked up in two alternates. Alternate No. 1 which is 2.5 miles in length, the desired length requested by the county. The cost of Alternate No. 1 including engineering and contingencies is $231,125.73. Alternate No. 2 was worked up to closer approximate the available funds. This alternate, which is 2.1 miles in length, has an estimated cost of $199,391.13.

The existing alignment was used throughout the project with the exception of at the intersection of FAS 814 and the John Day Highway. At this point, a revision in alignment is proposed in order to have a better approach to the highway.

There are three existing curves which do not comply with the maximum degree allowed under Geometric Disign Standards for Highways Other Than Freeways, 1969. These locations and approximate degree of curvature are as follows: M.P. 0.2, 52°C.L.; M.P. 1.0, 57° C.L.; and M.P. 1.6, 76° C.L.. The feasibility of revising the alignment at these areas has been investigated and it was found that the amount of earthwork, R/W, etc., which would be required, plus the fact that it would require extensive lengths of revised line to comply with minimum grades. The 1974 ADT for this section of road is 50. Because of the low traffic and truck traffic, the County's desire for maximum mileage, the aforementioned deviations from the design standards have been incorporated into the survey.

The County requested that a grade change be made in the areas of Sta.'P' 54 to 'P' 70 (M.P. 1.2). This is in the area of one of the sharp curves and the existing grade posed problems during icy conditions. A longer flatter grade has been incorporated in this area. The existing grade consisted of undulating grades varying from six to nine percent. The revised grade is 6.22 percent.

The earthwork portion of the project has been set up on an hourly rate basis. Due to using the existing grade and alignment throughout most of the project, this is the most economical in regards to construction engineering. The proposed project will require a 32 foot subgrade width with a 26 foot top width. The base design used consists of eight inches of aggregate subbase plus two inches of $\frac{3}{4}$"-0 aggregate base. The county plans to oil the project later when funds become available.

A State owned material source located at M.P. 76.9 on the John Day Highway is being proposed as a prospective source. This source is on IR-2-735. A development plan is included in the project data.

Wheeler County presently owns a sixty foot right of way for the existing road. Due to the required widening there are areas which will require an additional amount. A tabulation of these areas has been included. It is proposed that slope easements be obtained for these areas rather than additional right of way. There are four land owners adjacent to the project. The only area where a substantial amount of new land will be required is at the line revision at the begining of the project. The majority of land in this vicinity is owned by the State of Oregon and is a portion of Shelton State Park. There would be no adverse effect on the park by utilizing this land for the revision. The county has requested that the State perform the necessary right of way negotiations.

— Notified R/w section 4/22/77

Since there are only three existing culverts on the project, and all will require no adjustment to accomodate the new width, no drainage items have been set up.

There are no utilities in conflict on the project.

Unit prices and equipment production rates were obtained from the Cost Analysis Unit on January 28, 1977.

The location was presented to the Wheeler County Court on February 2, 1977. At this time the Court requested the grade change. The County Judge approved of the proposed grade on February 3, 1977.

# ALTERNATE 3

Mortimer Ranch-John Day Highway
FAS 814 (Rowe Creek Road)

A third alternate has been worked up to construct the entire 2.5 miles using two stage construction. The first stage will consist of all grading work and a gravel surfaced road. The surfacing design will be six inches of 2"-0 crusher run subbase and two inches of 3/ 4"-0 leveling. The typical section widths will remain the same as Alternates 1 and 2.

Stage 2 will be a future surfacing project consisting of 4 inches of 3/4"-0 leveling and an 0-11 mat. This will be done by the County at their own discretion.

All other items in this alternate will be the same as Alternate 1. This reduced surfacing will lower the cost of Alternate 1 to near the figure requested by Wheeler County.

## QUANTITY & COST SUMMARY (ALTERNATE No. 3) 2.5 mi.

Mortimore Ranch – John Day Highway

FAS 814 (Rowe Creek Road)
L.R. Asburry, Res. Engr.

Wheeler County
February, 1977

| ITEM | UNIT | QUANTITY | UNIT PRICE | TOTAL |
|---|---|---|---|---|
| Mobilization | Lump Sum | All | | $15,000.00 |
| Temporary Protection & Direction of Traffic | Lump Sum | All | $2,000.00 | 2,000.00 |
| Temporary Signs | Sq. Ft. | 100 | 6.00 | 600.00 |
| Flagman | Hour | 200 | 18.00 | 3,600.00 |
| Laborer | Hour | 300 | 18.00 | 5,400.00 |
| Chain Saw, Min. 2.01 CID | " | 40 | 4.00 | 160.00 |
| Loader, Wheel Type 3-4 CY | " | 165 | 40.00 | 6,600.00 |
| Mortor Grader, 23,000-27,000 lb. | " | 200 | 30.00 | 6,000.00 |
| Roller, Tandom Selfpropelled Vib. 25-30,000 lb. | " | 115 | 30.00 | 3,450.00 |
| Tractor w/dozer 115-150 HP | " | 200 | 50.00 | 10,000.00 |
| Tractor w/dozer & ripper 200-270 HP | " | 275 | 60.00 | 16,500.00 |
| Truck, Normal Duty 8-12 CY | " | 460 | 23.00 | 10,580.00 |
| Watering | M-Gal | 425 | 8.00 | 3,400.00 |
| Aggregate Subbase | Ton | 15,500 | 4.75 | 73,625.00 |
| 3/4"-0 Aggregate Base | Ton | 4,800 | 5.25 | 25,200.00 |
| Roadside Seeding and Mulching | Arce | 2 | 600.00 | 1,200.00 |
| | | | Subtotal | $ 183,315.00 |
| | | +13½% Engr. & Cont. | | 24,742.50 |
| | | | TOTAL | $ 208,062.50 |

## QUANTITY & COST SUMMARY (ALTERNATE No. 2) (2.1 Miles)

Mortimore Ranch-John Day Highway

FAS 814 (Rowe Creek Road)
L. R. Asburry, Resident Engineer

Wheeler County
February, 1977

| ITEM | UNIT | QUANTITY | UNIT PRICE | TOTAL |
|---|---|---|---|---|
| 1. Mobilization | Lump Sum | All | | $13,000.00 |
| 2. Temporary Protection and Direction of Traffic | Lump Sum | All | 2,000.00 | 2,000.00 |
| 3. Temporary Signs | Sq. Ft. | 100 | 6.00 | 600.00 |
| 4. Flagman | Hour | 170 | 18.00 | 3,060.00 |
| 5. Laborer | " | 260 | 18.00 | 4,680.00 |
| 6. Chain Saw, Min. 2.01 CID | " | 35 | 4.00 | 140 140.00 |
| 7. Loader, Wheel Type 3-4 CY | " | 150 | 40.00 | 6,000.00 |
| 8. Motor Grader, 23,000-27,000 lb. | " | 175 | 30.00 | 5,250.00 |
| 9. Roller, Tandom, Selfpropelled Vib. 25-30,000 lb. | " | 105 | 30.00 | 3,150.00 |
| 0. Tractor w/dozer 115-150 HP | " | 175 | 50.00 | 8,750.00 |
| 1. Tractor w/dozer & ripper 200-270 HP | " | 275 | 60.00 | 16,500.00 |
| 2. Truck, Normal Duty 8-12 CY | " | 420 | 23.00 | 9,660.00 |
| 3. Watering | M-Gal | 420 | 8.00 | 3,360.00 |
| 4. Aggregate Subbase | Ton | 16,500 | 4.75 | 78,375.00 |
| 5. 3/4"-0 Aggregate Base | Ton | 3,800 | 5.25 | 19,950.00 |
| 6. Roadside Seeding And Mulching | Acre | 2 | 600.00 | 1,200.00 |
| | | | Subtotal | $175,675.00 |
| | +13½% Engineering & | | Cont. | 23,716.13 |
| | | | Total | $199,391.13 |

QUANTITY & COST SUMMARY (ALTERNATE No. 1)

Mortimore Ranch - John Day Highway

FAS 814 (Rowe Creek Road)
L.R. Asburry, Res. Engr.

Wheeler County
February, 1977

| ITEM | UNIT | QUANTITY | UNIT PRICE | TOTAL |
|---|---|---|---|---|
| 1. Mobilization | Lump Sum | All | | $15,000.00 |
| 2. Temporary Protection & Direction of Traffic | Lump Sum | All | $2,000.00 | 2,000.00 |
| 3. Temporary Signs | Sq. Ft. | 100 | 6.00 | 600.00 |
| 4. Flagman | Hour | 200 | 18.00 | 3,600.00 |
| 5. Laborer | Hour | 300 | 18.00 | 5,400.00 |
| 6. Chain Saw, Min. 2.01 CID | " | 40 | 4.00 | 160.00 |
| 7. Loader, Wheel Type 3-4 CY | " | 165 | 40.00 | 6,600.00 |
| 8. Mortor Grader, 23,000-27,000 lb. | " | 200 | 30.00 | 6,000.00 |
| 9. Roller, Tandom Selfpropelled Vib. 25-30,000 lb. | " | 115 | 30.00 | 3,450.00 |
| 10. Tractor w/dozer 115-150 HP | " | 200 | 50.00 | 10,000.00 |
| 11. Tractor w/dozer & ripper 200-270 HP | " | 275 | 60.00 | 16,500.00 |
| 12. Truck, Normal Duty 8-12 CY | " | 460 | 23.00 | 10,580.00 |
| 13. Watering | M-Gal | 490 | 8.00 | 3,920.00 |
| 14. Aggregate Subbase | Ton | 20,000 | 4.75 | 95,000.00 |
| 15. 3/4"-0 Aggregate Base | Ton | 4,500 | 5.25 | 23,625.00 |
| 16. Roadside Seeding and Mulching | Arce | 2 | 600.00 | 1,200.00 |
| | | | Subtotal | $203,635.00 |
| | | +13½% Engr. & Cont. | | $27,490.73 |
| | | | TOTAL | $231,125.73 |

8735

## PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

2-23-77

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Mortimore Ranch- John Day Hwy.
Rowe Creek Road FAS B551

Project Federal Aid Number: RS- 423(-)

Applicant: Wheeler County

Contact: Andrew F Leckie (Co. Judge)

Federal Aid Funds: FAS ✓ FAUS ____ Other ____

Date Project Approved by Trans. Comm.: 12/18/75

State to: ___ Review applicant's right-of-way acquisition program, or

✓ Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: ______________________________

Harold [illegible]
County-City Unit

2/23/77
Date

cc: ✓ Right-of-Way Engineer J.B. Boyd.
Region ____ Engineer
✓ Region 4 Federal Aid Engineer
✓ Region 4 Right-of-Way Supervisor
FHWA Right-of-Way Officer

2/18/75

8735

8

# LETTER OF APPROVAL AND/OR AUTHORIZATION

RS 23(2)

STATE PROJECT NO. Mortimer Ranch-John Day Hwy

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-107

COUNTY NAME Wheeler

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
DOT OPERATIONS
JUN 8 '76
REFER TO
FOR

| Info | Invoe | R/D | D/E | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | 5/26/76 | Secondary Route 814 |
| | | STATE ROUTE NUMBER: County Road |

GENERAL LOCATION:

County Road - Jct SR 19 - 8.8 miles SE Fossil (SW 2.5 miles

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, grade, and AC surface

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Program Change.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 5/18/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 5/24/76 letter I approve the program change to revise construction type code to read 2010.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5/26/76 | G. K. | for Division Administrator |

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: [illegible]

8735

8

May 24, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. RS-423(2)
Wheeler County

We request a minor program change to revise the type code to 2010 on the subject project.

The character of proposed work will be construction consisting of grade, drain, and gravel surfacing on improved alignment.

Wheeler County will accomplish the AC surfacing at a later date.

DRN:ljt

U. S. DEPARTMENT OF TRANSPORTATION – FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-423(2)

STATE PROJECT NO. Mortimer Ranch-John Day Hwy

FROM:
G. L. Green, Division Administrator
Salem, Oregon

5-18-76

PROGRAM NO.

ITEM NO. RS-107

COUNTY NAME Wheeler

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

Copies to
Gifford
Contracts
Regional Engr
Region 5

RECEIVED
STATE HWY ENGR
MAY 24 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

| | | |
|---|---|---|
| DATE PS&E APPROVED<br>5/18/76 | DATE AUTHORIZATION EFFECTIVE<br>5/18/76 | FEDERAL ROUTE NUMBER<br>Secondary Route 814 |
| | | STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:

County Road - Jct. SR 19 - 8.8 miles SE Fossil SW 2.5 miles

GENERAL DESCRIPTION OF WORK:

Preliminary engineering, grade, and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at an estimated cost of $23,700, Federal funds $18,500.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 5/12/76 letter I approve this project for inclusion in the Federal-aid program.

Also as requested in Mr. Rulien's 5/12/76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $200,000, Federal funds $156,350 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| | | |
|---|---|---|
| DATE<br>5/18/76 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hoesner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

NOTED
D. E. SWAN

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

**FEDERA**

DATE SUBMITTED TO W.O.

May 12, 1976

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>Co. Rd., Jct. SR 19, 8.8 mi. SE Fossil, SW 2.5 mi.<br>21 65 | **ADT** | PRESENT<br>50<br>10 DHV | FUTURE<br>100<br>(66) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>P.E., Grade & Pave.<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. Y<br>(72) |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NA |
| | NAME OF URBAN AREA<br>----<br>17-31 | ROUTE NO. S |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK<br>CLASS | <br>TYPE | STEP | TERMINI *(Full description)* | MILES | ESTIMATED<br>TOTAL ESTIMATED COST | <br>FEDERA |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 45 46 | 52 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | 2.5 | 23,700 | 18,5 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>6201 | | "Mortimer Ranch-John Day Highway Section" | | 200,000 | 156,3 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>DRH | PROJECT TOTALS | 2.5 | 223,700 | 174,8 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

FHWA
5-18-76

## FEDERAL-AID PROGRAM DATA

**ADT**

**PRESENT** 50
10 DHV

**FUTURE** 100

**YEAR** 96

**REGION** 10

**STATE NAME** Oregon

**STATE CODE** 41

**APPN CODE** 075

**ITEM NO.** 107

**DA CLASSIF.**

**DA AREA**

**EMERG. YR.**

**PL. AUTH YR**

**PROJECT NUMBER**

**PREFIX LETTER(S)** RS-

**NUMBER** 423

**SEQ. NO.** (2)

**I. Projects Only**

**POST MI.**

**DESIG.**

**COUNTY NAME** Wheeler

**CODE** 069

**ROUTE NO.** S

**FEDERAL-AID** 814

**STATE** Co. Rd.

**U.S.** --

**PROGRAM STAGE** ☐ 1 OR ☒ 2

**ESTIMATED PROJECT COST BY PHASES**

| TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|
| 23,700 | 18,500 | 5,200 | |
| | | | |
| 200,000 | 156,350 | 21,825 | 21,825 (Co.) |
| 223,700 | 174,850 | 27,025 | 21,825 (Co.) |

**CHARACTER OF PROPOSED WORK**
*(Full description)*

Preliminary engineering, all phases incl. P.E. by Utility Forces; Grade, drain, low-type pavement for 28-foot roadway and other incidental work common to this type of project.

ROW - 60' min.; Access control-none; Parking restrictions-none.

**REMARKS**

-Over-

## MORTIMER RANCH-JOHN DAY HIGHWAY SECTION

## PROJECT NO. RS-423(2)

Existing Facility: Two lane 20-foot bituminous surfaced roadway.

Adjacent Sections:

Southwest End--Two lane 20-foot bituminous surfaced roadway.
Northeast End--Jct. with John Day Highway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces as required.

(2) Construction consisting of grade, drain, low-type surfacing and other incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 2, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District 12 Clearinghouse A-95 review approval letters dated April 14, 1976 and April 20, 1976, respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Approval will be granted under the provisions of the Secondary Road Plan.

---

Data for PR-3

Prelimina

Roadway

Note: This

## HIGHWAY SECTION

-423(2)

bituminous surfaced roadway.

bituminous surfaced roadway.
y Highway.

ct consists of the following:

phases including preliminary
ces as required.

grade, drain, low-type surfacing
ommon to this type of project.

Water Developments, Historical
volved.

action project concurred in by

ringhouse and District 12 Clear-
etters dated April 14, 1976 and

ired under Oregon Action Plan

will be granted under the provisions
.

Data for PR-37:

| | |
|---|---|
| Preliminary Engineering--Field Work | $ 21,100.00 |
| P.S. and E. Preparation | 2,600.00 |
| Subtotal | $ 23,700.00 |
| Roadway (Type Code 6201) | 200,000.00 |
| Total | $223,700.00 |

Note: This project is in Congressional District No. 2.

8755

9

PRO 6-2

May 12, 1976

**TO** G. L. Green, Division Administrator
Federal Highway Administration

**FROM** L. W. Rulien
Project Management Engineer

**SUBJECT** Program Data Submission
Project No. RS-423(2)
Wheeler County

We are submitting program data for one project, Item No. 107, Project No. RS-423(2), "Mortimer Ranch-John Day Highway Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal Aid Act.

Copies of the State Clearinghouse and District 12 Clearinghouse A-95 review approval letters were forwarded previously.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $23,700 with obligation of $18,500 in Federal funds.

G. L. Green
May 12, 1976
Page 2

(2) Authorization, to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $200,000 with obligation of $156,360 in Federal funds.

[redacted]

Encl.

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

**FEDERAL**

May 12, 1976

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., Jct. SR 19, 8.8 mi. SE Fossil, SW 2.5 mi.<br>21 65 | **ADT** | PRESENT<br>50<br>10 DHV | FUTURE<br>100<br>(66) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E., Grade & Pave.<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) |

| | | | |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME | |
| | NAME OF URBAN AREA<br>----<br>17-31 | ROUTE NO. S | FED |

| CARD | LINK NO. | CHANGE CODE | PROJECT CODE | WORK<br>CLASS | WORK<br>TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PR<br>TOTAL ESTIMATED COST | <br>FEDERAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | "Mortimer Ranch-John Day Highway Section" | 2.5 | 23,700 | 18,50 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>6201 | | | | 200,000 | 156,35 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>DRH | PROJECT TOTALS | 2.5 | 223,700 | 174,850 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (19) (23) | (24) |

## FEDERAL-AID PROGRAM DATA

2, 1976

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| (65) | **ADT** | PRESENT 50<br>10 DHV | FUTURE 100 (66) (70) | YEAR 96 (71) (72) | REGION 10 | STATE NAME Oregon | STATE CODE 41 (2) (3) | APPN CODE 075 (4) (9) | ITEM NO. 107 (14) (18) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) RS- 14 23 | NUMBER 423 7 | SEQ. NO. (2) 13 | T. Projects Only<br>POST MI. (24) (26) | DESIG. 27 |

COUNTY NAME Wheeler — CODE 069 (14) (16)

ROUTE NO. S — FEDERAL-AID 814 (32) — STATE Co. Rd. (36) (37) — U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

| MILES (54) (55) | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|
| 2.5 | 23,700 | 18,500 | 5,200 | |
| | | | | |
| | 200,000 | 156,350 | 21,825 | 21,825 (Co.) |
| 2.5 | 223,700 | 174,850 | 27,025 | 21,825 (Co.) |
| | (16) (23) | (24) (33) | | |

CHARACTER OF PROPOSED WORK
*(Full description)*

Preliminary engineering, all phases incl. P.E. by Utility Forces; Grade, drain, low-type pavement for 28-foot roadway and other incidental work common to this type of project.

ROW - 60' min.;
Access control-none;
Parking restrictions-none.

REMARKS

-Over-

## MORTIMER RANCH-JOHN DAY HIGHWAY SECTION

## PROJECT NO. RS-423(2)

Existing Facility: Two lane 20-foot bituminous surfaced roadway.

Adjacent Sections:

Southwest End--Two lane 20-foot bituminous surfaced roadway.
Northeast End--Jct. with John Day Highway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces as required.

(2) Construction consisting of grade, drain, low-type surfacing and other incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 2, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District 12 Clearinghouse A-95 review approval letters dated April 14, 1976 and April 20, 1976, respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Approval will be granted under the provisions of the Secondary Road Plan.

Data for PR-37:

Preliminary Eng
P.S
(

Roadway (Type C

Note: This project

## IGHWAY SECTION

3(2)

ituminous surfaced roadway.

tuminous surfaced roadway.
Highway.

consists of the following:

phases including preliminary
as required.

rade, drain, low-type surfacing
mmon to this type of project.

ater Developments, Historical
olved.

tion project concurred in by

inghouse and District 12 Clear-
ters dated April 14, 1976 and

ed under Oregon Action Plan

ill be granted under the provisions

Data for PR-37:

| | |
|---|---|
| Preliminary Engineering--Field Work | $ 21,100.00 |
| P.S. and E. Preparation | 2,600.00 |
| Subtotal | $ 23,700.00 |
| Roadway (Type Code 6201) | 200,000.00 |
| Total | $223,700.00 |

Note: This project is in Congressional District No. 2.

8735

9

AN EQUAL OPPORTUNITY EMPLOYER

1859

**EXECUTIVE DEPARTMENT**

**INTERGOVERNMENTAL RELATIONS DIVISION**

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

Mortimer Ranch-John Day Hwy.
FAS-814, Rowe Creek Road
Wheeler County

May 10, 1976

5/17/76

cc: G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Div.

L. W. Rulien
State Highway Division
State Highway Building
Salem, OR 97310

Dear Mr. Rulien:

Re: Mortimer Ranch - John Day Hwy
PNRS 7603 2 900

The State Clearinghouse has received additional comments on your project from the Soil and Water Conservation Commission subsequent to issuance of the original sign-off letter of April 14, 1976. Soil and Water has commented as follows:

> *ADDITIONAL COMMENTS FOR PROJECT IMPROVEMENT: The grade from top of ridge to Highway 19 appears to be of unsuitable grade according to the Wheeler Soil and Water Conservation District to be a satisfactory winter time road, regardless of surface. Aspect is entirely wrong along with grade. They suggest exploring the old road grade from ridge top to highway.*

A copy of this letter should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

William H. Young
William H. Young
Administrator

WHY:llh

RECEIVED
STATE HWY ENGR
MAY 17 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

NOTED
MARIE STEPHENS

BEN GIFFORD
3-17-76

fas 814
Wheeler Co

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Mortimer Ranch - John Day Hwy

DATE: 4/14/76

The state has reviewed your project and reached the following conclusions:

4/21/76

cc: G. L. Green
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co/City
W. E. Schwartz
H. W. Oswald
Aeronautics Div.
G. L. Gifford
D. E. Swan

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Mortimer Ranch-John Day Hwy.
FAS 814, Rowe Creek Road
Wheeler County

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

7603 2 900

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
COUNTY & CITY SECTION
APR 21 1976

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
3-17-76

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

## PNRS STATE REVIEW

Project #: 7603 2 900   Due Date: APR 09 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

Mortimer Ranch-John Day Hwy.
FAS 814, Rowe Creek Road
Wheeler County

- ( ) It has no adverse effect.
- (xx) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division will apply for permits needed from the Division of State Lands.

4/21/76
cc: G. L. Green
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. E. Schwartz
H. W. Oswald
G. N. Hopkins, Co/City
Aeronautics Di
G.L. Gifford
D. E. Swan

RECEIVED
COUNTY & CITY SECTION
APR 21 1976
☐ ENGR. ☐ CUGR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Agency Lands   By Cau Haley

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

LOCAL GOVERNMENT RELATIONS DIV
APR 8 1976

## PNRS STATE REVIEW

Project #: 7603 2 900 Return Date: APR 09 1976

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

### PRELIMINARY ENVIRONMENTAL ASSESSMENT

(X) The Preliminary Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

( ) The Preliminary Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

( ) The Preliminary Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- - - - - - - - - - - - - - - - - -

### REMARKS

Preventive measures must be taken during road construction to protect the water quality of Rowe Creek and reservoir.

Mortimer Ranch-John Day Hwy.
FAS 814, Rowe Creek Road
Wheeler County

4/21/76

cc: G. L. Green
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. E. Schwartz
H. W. Oswald
Aeronautics Div.
G. N. Hopkins, Co/City
B. L. Gifford
D. E. Swan

RECEIVED
COUNTY & CITY SECTION
APR 21 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

Agency Fish + Wildlife By William E. Pitney

8735

8

RECEIVED
STATE HWY ENGR
MAR 18 '76
REFER TO
FOR
Info [illegible] [illegible] D/R Sign Act [illegible]

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 17, 1976

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon
Ass'n. of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

FROM for George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 12
Mortimer Ranch-John Day Hwy.
FAS-814, Rowe Creek Road
Wheeler County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be April 16, 1976.

Attachment

BLG:md

cc:
G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
H. W. Oswald
Aeronautics Div.

NOTED
MARIE STEPHENS

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | | | |
|---|---|---|---|---|
| 02 | 12] APPLICANT [45<br>State Highway Division | 46] DIVISION [79<br>Department of Transportation | | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>State Highway Building | 46] CITY [60<br>Salem | 76] ZIP [80<br>97310 | |
| 04 | 12] CONTACT PERSON [45<br>L. W. Rulien | 46] AREA CODE [48<br>503 | 49] PHONE [55<br>378 | 56] EXTENSION [59<br>6563 |
| 01 | 12] PROJECT TITLE [71<br>Mortimer Ranch-John Day Highway District 12 | | | |
| 11 | 12] PROJECT LOCATION—CITY<br>FAS-814<br>Rowe Creek Road | PROJECT LOCATION—COUNTY<br>Wheeler | PROJECT LOCATION [79<br>SEC: ---- T: 8S<br>R: 22E | |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project, approximately 2.5 miles in length, involves preliminary

06 12] engineering, acquisition of minor right-of-way, grading, surfacing, and incidental [71

07 12] work to improve the all-weather capabilities of this facility. [71

08 12] (See Attachment) [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 156,000 | ---- | 22,000 | 22,000 | ---- | 200,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| ☒ 12 | ☐ 13 | ☐ 14 | ☐ 15 | ☐ 16 | ☐ 17 | ☐ 18 | ☐ 19 | ☐ 20 |

**(B) TYPE OF ACTION:** (Check (×) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| ☒ 21 | ☐ 22 | ☐ 23 | ☐ 24 | ☐ 25 | ☐ 26 | ☐ 27 | ☐ 28 |

| (C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? | (D) REVIEW REQUIRED by A-95 | (E) ENVIRONMENTAL IMPACT | (F) HOUSING RELOCATION REQUIRED |
|---|---|---|---|
| Yes ☒ 29 No ☐ 30 Date: 3/17/76 | Yes ☒ 31 No ☐ 32 | Yes ☐ 33 No ☒ 34 | Yes ☐ 35 No ☒ 36 |

| (G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH [42 | 43] DAY [44 | 45] YEAR [46 |
|---|---|---|---|
| | April | 16 | 1976 |

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 3/17/76

VI. If project includes state funds (12C), identify agency State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

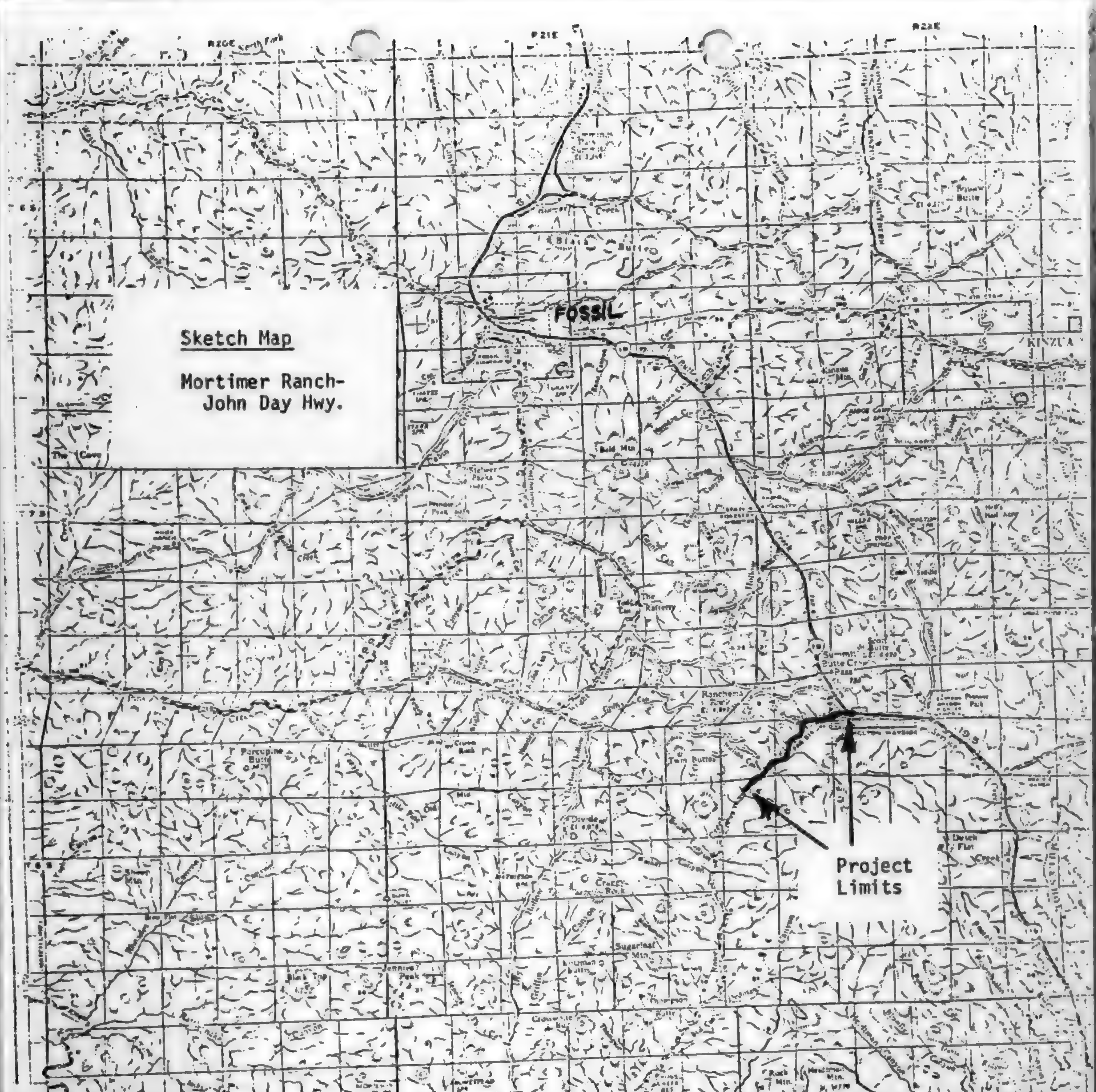
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by local government as an improvement to their County Secondary Road System using FAS County Funds.

(See Attachment)


FOSSIL
KINZUA
R20E
R21E
R22E

Sketch Map

Mortimer Ranch-
John Day Hwy.

Project
Limits

Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date November 19, 1975

### A. PROJECT IDENTIFICATION

RS-423(-)

Name of Project Mortimer Ranch-John Day Highway
(Section)

Location of Project Rowe Creek Road (Highway Name) (FAS 814) (Highway No., US - ORE)

(City) Wheeler (County) IV (Region)

Program FAS-C (Funding) $200,000 (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To grade and base a county FAS route, to improve its all-weather capabilities and to provide an adequate surface for oiling at a later date.

Origin and History: This road is the main access to the county seat at Fossil from the Twickenham area, and also provides access for recreationists to the Rowe Creek Reservoir. Citizen input has indicated a need for improvement.

### C. DESCRIPTION OF PROJECT

Length 2 - 2 1/2 miles

Termini Highway 19 on the east; western terminus to be determined by construction costs.

Alignment ☐ New ☒ Existing ☐ Combined (Minor alignment may be required at the intersection of Rowe Creek Road and Highway 19.)

CATEGORY
3 PROJECT
non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Minor amounts may be needed. Land is used for seasonal grazing and timber.

Typical Section Two travel lanes. Widths will be determined by minimum AASHTO standards applicable to low ADT roads in mountainous terrain.

Structures None

Characteristics (ADT) Present: less than 100

20-Year Projection: less than 100

Other General Information (or Supplemental information to items)

A summer-only detour for the first mile westward from Highway 19 is available.

Material source(s) will have to be investigated.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1) Realignment is not viable, because of its increased cost and significant impact.

2) The road could be paved now, in addition to grading and basing, but the county can do it itself later at less expense.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Rowe Creek Road passes through rolling forested hills in the area of the proposed project. Ponderosa is the dominant tree species, but many Douglas fir are also present, along with a few juniper and larch. Rabbitbrush and grasses make up the ground cover. No permanent watercourses cross the project area. Terrestrial habitat is excellent for deer, who must compete with cattle for forage, however. Average annual precipitation is about 35 centimeters. The January mean minimum temperature is approximately -6.5°C, while the July mean maximum is around 30°C. Project elevation ranges around 1220 meters. The underlying geology is composed primarily of the Clarno formation: volcanic agglomerates, acidic lavas, gravel, sand and clay of Eocene age.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Utilities will not be involved in this project. The nearest city is Fossil, the county seat, population 515, about 10 miles to the northwest. Twickenham, an unincorporated hamlet on the John Day River, lies about 12 miles to the southwest. Air quality is high, and noise levels are low. The forrested hills have a quiet beauty, and the trees are also valuable for timber. Some livestock grazing takes place throughout the area.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
Minor amounts may be needed, due to widening and possible realignment at intersection with Highway 19. Maximum of four ownerships involved; no improvements.

Consequences:

Not significant.

2. Estimated Changes in Traffic Patterns:

Traffic patterns will not change.

Consequences:

None

3. Estimated Changes in Land Use:
Minor amounts of land may be converted to transportation uses. Indirectly, conversion of agricultural and forest land to recreational uses may be speeded - though this should be mitigated by the area's isolation.

Consequences:

Not significant.

4. Expected Adverse Effects on Natural Ecological Resources:
Some terrestrial habitat immediately adjacent to the existing road may be lost to road widening.

Consequences:
Minor

5. Expected Adverse Effects on Cultural and Scenic Resources:

No historical or archaeological sites are known to exist in the area. Scenic resources will not be disturbed, nor will air quality or noise levels deteriorate.

Consequences:

Minor

6. Preliminary Identification of Areas of Critical Environmental Concern:

No critical areas have been identified.

7. Potential for Controversial Issues:

No controversy is expected.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | X | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | X | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________

Fas 814
Wheeler Co

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
March 8, 1976

FILE: PRO 4-3

FROM: L. [illegible]len
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Mortimer Ranch-John Day Hwy.
Rowe Creek Road
Wheeler County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald

APPROVED
ESH
E. S. Hunter
Date 3-8-76

RECEIVED
STATE HWY ENGR
MAR 8'76
REFER TO
FOR

RECEIVED
COUNTY & CITY SECTION
MAR 12 1976
☐ ENGR. ☐ COOR. ☑ DE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DIST. 12

Form FHWA 121 (Rev. 5-73)

**UNITED STATES GOVERNMENT**

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 2, 1976

In reply refer to: 1041B.4

SUBJECT: Oregon Project RS-423(-)
Mortimer Ranch-John Day Highway
Rowe Creek Road
Wheeler County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's February 20 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kippus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 4, Fenton)

RECEIVED
STATE HWY ENGR
MAR 5 '76
REFER TO
Rulien
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

cy [illegible]

PROJECT MANAGEMENT
MAR -5 '76
REFER TO
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

BEN GIFFORD

8735.

8

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 11, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

AGENDA
DEC 18 1975
4 C

Attached are tabulations and maps describing and locating two proposed Federal Aid Secondary projects, one in Linn County and one in Wheeler County.

The project in Linn County is for grading and paving the DeFord Creek-N. Santiam River section of the Lyons-Mill City Road, FAS 124. The FAS funds required for grading and paving this section are estimated to be approximately $275,000 ($30,250 of which will be the cost to the State).

The project requested by Wheeler County is to grade and pave the Mortiner Ranch-John Day Highway section on the Rowe Creek Road, FAS 814. The FAS funds required for this section are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State).

These matters will be on the agenda for the December 18 meeting and I recommend your approval.

Att.
bc: C. W. Head
G. M. Baldwin
E. S. Hunter
H. S. Coulter
R. L. Schroeder
Vern E. Skoog
L. W. Rulien
Don Harwell
Gary L. Sund
Jack Graham
C. O. Fredrickson
Carl Williams

[illegible]

HR:dp dpy

WHEELER COUNTY
Proposed FAS Project

FAS 814
Rowe Creek Road
Mortimer Ranch-John Day Highway Section
Grade, drain, base and gravel surface
Approximately 2.4 Mile
$200,000

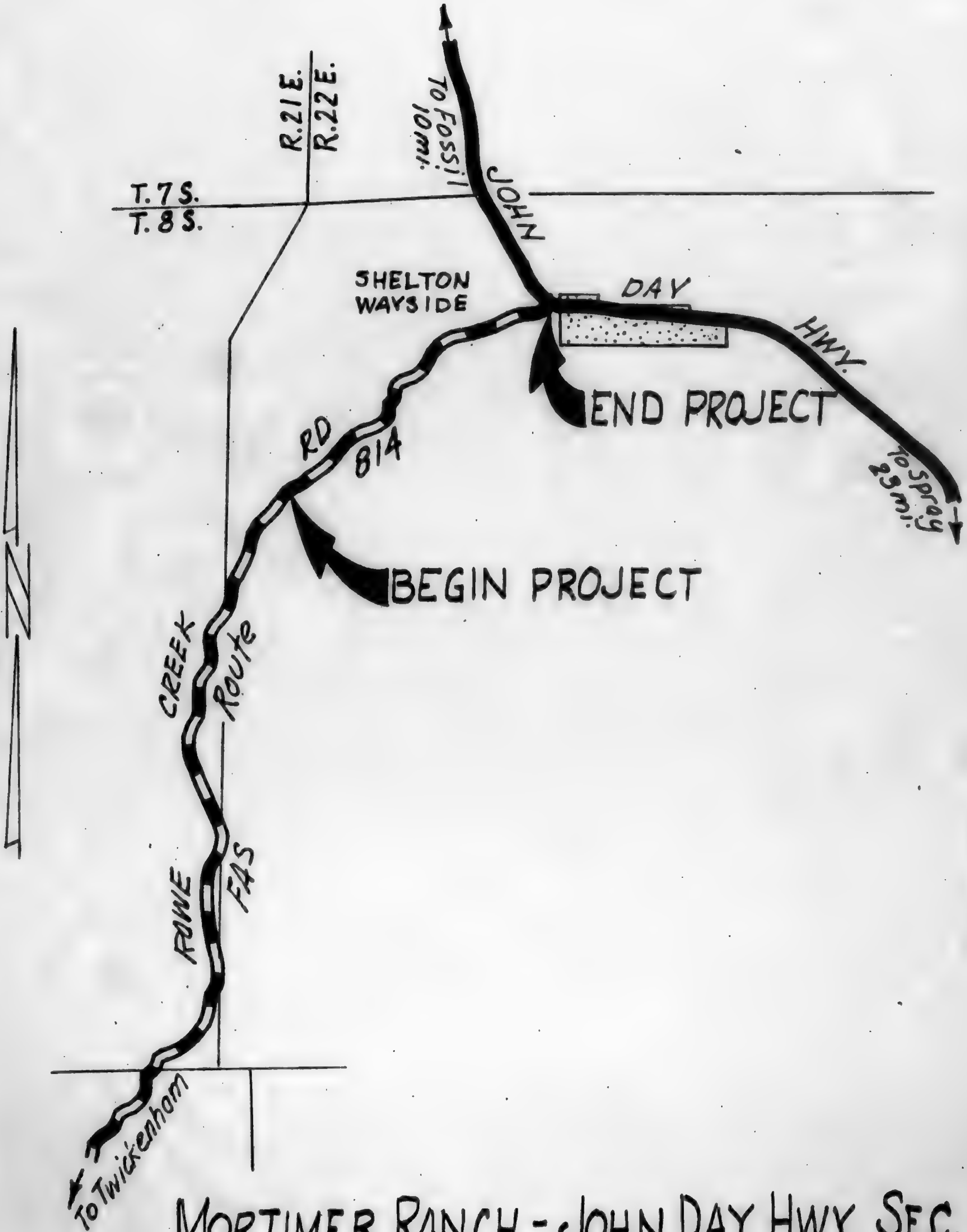
Grade, drain, base and place a gravel surface on a roadway 26 feet in widht generally along the present grade and alignment.

In the event significant amounts of right-of-way is required, a public hearing will be offered.

State is to perform survey, prepare plans and specifications, let an award the contract.

County will provide signing outside the project limits.

75-j
12/2/75


To Fossil 10 mi.
R.21 E.
R.22 E.
T.7 S.
T.8 S.
JOHN
DAY
HWY.
SHELTON WAYSIDE
END PROJECT
To Spray 25 mi.
RD
814
BEGIN PROJECT
CREEK
Route
ROWE
FAS
To Twickenham

## MORTIMER RANCH - JOHN DAY HWY. SEC.

ROWE CREEK RD.
FAS 814
Wheeler County

7735

fas 814
Wheeler Co

FORM 81-734-3030

FILE: ENV 2-1

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
November 19, 1975

FROM: David S. Fenton
Regional Environmentalist

TO: Gary Potter
Environmental Manager

SUBJECT: Project Environmental Assessment
Mortimer Ranch-John Day Highway
Rowe Creek Road (FAS 814)
Wheeler County

Wheeler County has requested an FAS-C project, and I am assisting them in project development. The Project Environmental Assessment is enclosed. The proposal is to grade and base an existing dirt road, with an oil mat to be applied at a later date, probably by county forces. The Project Request was sent to Bob Prange on November 18.

David S Fenton

DSF:pw
cc: Judge Leckie, w/encl.
Larry Asburry, w/encl.
George Hopkins

Enclosure

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COUNTY & CITY SECTION
NOV 20 1975
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☐ UPE ☐ CE ☒ RE ☐ RPE ☐

ACTION
NOV 20 1975

fas 814
Wheeler Co

8735

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Bend, Oregon, 97701
November 18, 1975

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: Robert Prange
Rural Engineer

SUBJECT: FAS-C Project Request
Rowe Creek Road
FAS 814
Wheeler County

The county would like to grade and base Rowe Creek Road westward from its intersection with Highway 19, as far as their accrued FAS-C funds will take them. An oil mat would be applied later, by county forces or as a future FAS-C project. They would like O.S.H.D. to do the engineering for them. Environmental impact will be minimal, and an assessment will be forwarded by December 1.

David Fenton

Prange – Agreement & Program to Comm. Dec.

Assessment sent
to Potter by Fenton
11-19-75

DSF:pw

cc: Larry Asburry
Dave Carter

RECEIVED
COUNTY & CITY SECTION
NOV 19 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

3735

Rev. 10/29/75

Reg 10

## COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Wheeler FAS No. 814 Date 11/7/75
County Road Name Rowe Creek Road
Section Name Mortimer Ranch-John Day Highway (appox. 24 Miles)
Type of Project Grade and base
Location of Project (Attach sketch map) Approximately 8 miles SE of Fossil
ADT Less than 100 (1974 - 40 ADT) Design Speed 30 MPH

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes ____ No X

To Swan 6/21/76

I. **PROPOSED ROAD PROJECT DATA**

1. Traveled Surface: Type Gravel (penetration mat to be applied later)
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ~~24~~ 20'

2. Shoulders: Type Gravel
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 4' Total Top Width 28'

3. Grading and Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes X No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County N/A County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired ____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ____

| | ADT | DHV |
|---|---|---|
| 1976 | 50 | 10 |
| 1996 | 100 | 20 |

Existing roadway has a gravel top width of 22-24 feet

RECEIVED
COUNTY & CITY SECTION
NOV 19 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

App'd by DOT 12/5/75

PE is by State at State expense

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No__X____
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population______X________ Area exempt from bike law___________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired________________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?_______________________
______________________________________________________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No__X____

12. Will replacement be by: County____________________ Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No__X____

17. Does County wish sight posts installed? Yes______ No__X____

18. Does County wish State to permanently stripe project? Yes______ No__X____

19. Will County do striping? Yes______ No__X____

20. Does County wish guardrail installed? Yes______ No__X____
By County_______________ Contractor_______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No__X____
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No__X____
(Summer only)

23. Can through traffic be detoured? Yes__X____ No______

24. Must new detour be constructed? Yes______ No__X____

25. Will detour be constructed and maintained by County? Yes X No ____

26. Will detour be constructed & maintained by Contractor? Yes ____ No X

27. Will County sign project outside work area during construction? Yes x No ____

28. Will Contractor sign project outside work area during construction? Yes ____ No X

29. Should contract provide for permanent signing? Yes ____ No X

30. Should State do permanent signing? Yes ____ No X

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain ____

33. Existing facility - Total top width ____
Travelway width and surface ____, ____
Shoulder width and surface ____, ____

Remarks re Section I: ____

## II. BRIDGE PROJECT DATA

1. Name of river or stream ____

2. Name of bridge ____

3a. Dimensions of existing bridge. Length ____ Roadway Width ____ Type ____
b. Dimensions of existing approaches. Type ____ Width ____ Shoulders ____

4. Type of design and material used in existing bridge. ____

5. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.

6. Desired width of proposed bridge ____ Approx. length ____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No______
Upstream__________Downstream__________Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)______________________________________________
______________________________________________________________
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain______________________________________________________
______________________________________________________________
______________________________________________________________

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County: Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction? Yes______ No______

17. Will Contractor sign project outside work area during construction? Yes______ No______

18. Approaches or Connections: By County? Yes______ No______
By Contractor? Yes______ No______
Traveled surface: Type____________ Width____________
Shoulder surface: Type____________ Width____________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes______ No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. Guardrail: Desired on approaches or connections: Yes______ No______
By County____________ Contractor______________
Right side only? Yes______ No______
Both sides? Yes______ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No______
Use for detour? Yes______ No______
Removed by County? Yes______ No______
Removed by Contractor? Yes______ No______
Salvaged by Contractor for County? Yes______ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No______
By Contractor? Yes______ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No______ Size__________
Company______________________________________________
b. Sanitary sewer mains: Yes______ No______ Size__________
Company______________________________________________
c. Storm sewer: Yes______ No______ Size__________
Company______________________________________________
d. Gas mains: Yes______ No______ Size__________
Company______________________________________________
e. Power lines: Yes______ No______ Size__________
Company______________________________________________
f. Telephone lines: Yes______ No______ Size__________
Company______________________________________________
g. Other Utilities:_________________________________________
______________________________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes______ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No______

26. Does County wish complete job of illumination in project? Yes______ No______

27. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________________________
________________________________________________________
________________________________________________________

28. Existing roadway on either side of bridge:
N or E Side - Travelway surface and width ____________, ____________
Shoulder surface and width ____________, ____________
S or W Side - Travelway surface and width ____________, ____________
Shoulder surface and width ____________, ____________

Remarks re Section II: ______________________________________________
________________________________________________________
________________________________________________________
________________________________________________________

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes___X___ No______
By Consultant? Yes______ No______
By County? Yes______ No______
(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes______ No___X___

3. Construction plans and specifications to be prepared:
By State? Yes___X___ No______
By Consultant? Yes______ No______
By County? Yes______ No______

4. Does County desire center line to be permanently monumented as part of project? Yes______ No___X___

5. Does County desire right-of-way to be permanently monumented as part of project? Yes______ No___X___
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ______________________________________________
________________________________________________________
________________________________________________________
________________________________________________________

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## IV. RIGHT-OF-WAY AND UTILITIES DATA

(Existing is by permit only)

1. What is width of existing right of way? Maximum ________ Minimum ________

(Easements)

2. Is any additional right of way needed? Yes X No ______
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes ______ No X

(Easements)

4. Should State negotiate and acquire right of way in behalf of County? Yes X No ______

5. Should State prepare options? Yes X No ______

6. Should material source site be included in right-of-way descriptions? Yes ______ No X

(Possibly a little)

7. Is there any merchantable timber on right of way? Yes ______ No ______

8. Will timber be reserved for owner? Yes X No ______
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ______ No X

10. Is a hearing necessary? (Will be offered) Yes ______ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ______ No X
If yes, give type and name of utility company: ______________________________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes ______ No X
If yes, give type and name of utility company: ______________________________

13. Are utilities on existing right of way by permit ____ or by franchise _____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ______ No X
If yes, give name of irrigation company or district ______________________________
and dates between which water can be turned off: From ____________________
To ____________________

15. Are there any railroad crossings? Yes ______ No X

16. Name of Railroad ____________________

17. Number of tracks: Mainline ________ Siding ________ Total ________

18. Sight Distance: ____________ (Left) ____________ (Right)

19. Number of Trains: Passenger ____________ Speed ____________
Freight ____________ Speed ____________

20. Angle of Intersection: ____________________

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: ____________________
____________________

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ______ No ______

25. Will railroad crossing be altered: Yes ______ No ______
If yes, specify: ____________________

26. Traffic Control Signing:
To be part of project? Yes ______ No X
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No X
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______

28. Does County wish State to prepare P.U.C. hearing date? Yes ______ No ______

29. Will P.U.C. application be made by State ________ or County ________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No X

Remarks re Section IV: ____________________
____________________
____________________
____________________

## V. MATERIAL SOURCES DATA

1. Gravel________ Quarry________ Cinders________
2. Owner: County________ State________ Private________ Other________
3. Location:________ Section________ Township________ Range________W.M.
4. If County lease, what are royalty payments?________
5. Materials furnished by County: Borrow________ Select Topping________
   Base Course________ Level Course________ Mineral Aggregates________
   Location________
   Miscellaneous Items________

Remarks re Section V: Adequate material available, but no sites tied down now.

## VI. FINANCIAL DATA

1. Estimated Cost: $ 200,000.
2. Available FAS Funds $ 186,500 (÷ .78 = $239,100)
3. Does County wish advancement of future Federal funds? Yes____ No X
   Amount________
4. Date match money is available________
5. Will there be any 100% County money? Yes____ No X
6. Maximum amount of 100% County money available: $________
7. Date County request letting: Spring, 1976

Remarks re Section VI:________

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | Judge Leckie, Courthouse, Fossil<br>Office |
| 2. Environmental | " "<br>Office |
| 3. Public Hearing | " "<br>Office |

Remarks re Section VII: ______________________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______________________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______________________________
County Judge or Comm. Chairman

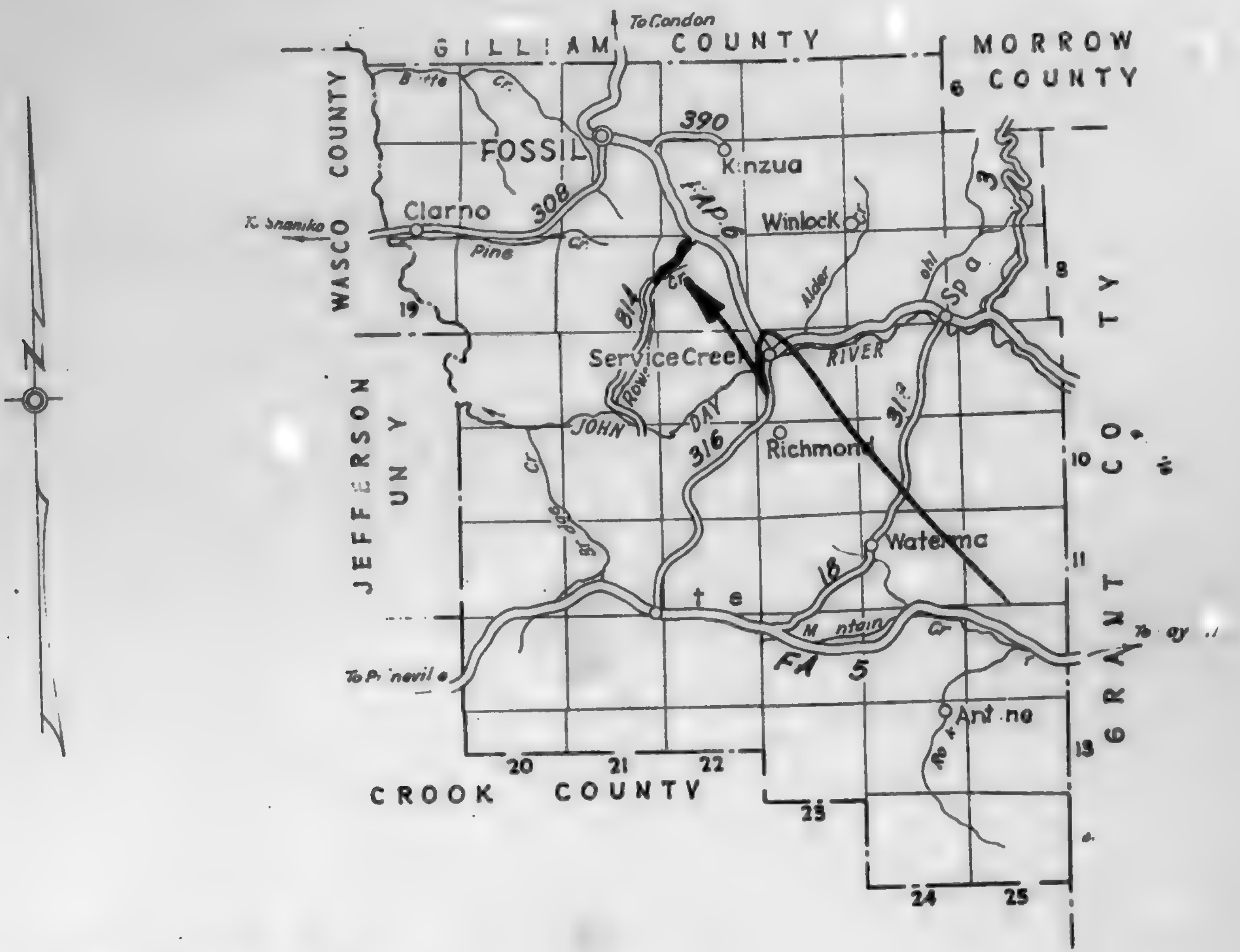
By ______________________________
County Commissioner

By ______________________________
County Commissioner

By ______________________________
County Engineer of Roadmaster

County ______________________________

Date ______________________________


To Condon
GILLIAM COUNTY
MORROW COUNTY
WASCO COUNTY
Butte Cr.
FOSSIL
390
Kinzua
F.A.P. 6
Clarno
308
To Shaniko
Pine Cr.
Winlock
Alder
314
Rowe
19
6
8
3
Service Creek
RIVER
JOHN
DAY
316
Richmond
312
JEFFERSON COUNTY
GRANT CO.
10
Waterma
18
11
Mountain Cr.
FA 5
To Prineville
To Dayville
Antone
13
20
21
22
23
24
25
CROOK COUNTY

# WHEELER COUNTY

## FAS SYSTEM

Scale 0 4 8 Mi June 1958

- LEGEND -

═ FA Primary Highway
═ FAS Highway on State Primary Highway
═ FAS Highway on State Secondary Highway
═ FAS Highway on County Road

8736 Mountain Creek Sec. of 1978
Ochoco Hwy.
(Grading, paving & culvert)

8736 7

GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

STATE COPY

3-4-80

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Wheeler | DIVISION<br>Oregon |
| DATE OF REPORT<br>March 4, 1980 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>BRF-88-2(1) |
| COMPLETION DATE<br>10-23-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>February 22, 1979 | TIME ELAPSED<br>160 CWD | CONTRACT TIME<br>160 CWD |
| APPROVED EXTENSIONS<br>None | LOCATION<br>Approximately 16.5 miles east of Mitchell, Wheeler County, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## MOUNTAIN CREEK SECTION
## OCHOCO HIGHWAY
Grading, Paving & Culvert

This project provided for the replacement of an existing bridge with a 25' x 10' structural plate pipe arch culvert. Also included was the associated approach grading, surfacing, and guardrail work.

The final cost of the original contract items was $157,760.64. The contract bid amount was $146,710. The final cost of the project including engineering and all changes was $175,060.99.

All participating work has been completed.

The signing and striping are completed.

A final inspection of the project was made on February 9, 1979.

RECEIVED
STATE HWY ENGR
MAR 12 '80
REFER TO Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

3/13
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>D. B. Carter<br>Area Eng[redacted]<br>David B. Carter | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE Area Engineer | DATE<br>3-10-80 | TITLE<br>Field Operations Engineer | DATE<br>3-10-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8736 41

Salem, Oregon
March 23, 1979

Lyle K. Watson
Lyle K. Watson
Design Group Engineer

N. D. Krehbiel
Resident Engineer

Mountain Creek Section
[redacted]
Wheeler County
Contract #8736

Your construction narrative has been reviewed.

The "embankment in place" bid item is to include all costs incurred by the contractor from a source furnished by him. Temporary Protection and Direction of Traffic and flagging is part of that cost of furnishing the materials. In the future, more effort should be made to provide sources in the more remote areas of the State.

The comment on foundation materials for the gabion walls has been referred to the Structures Section.

LKW:cj
cc: C. T. Keasey
Dale Allen

NOTED
D. O. Christensen

RECEIVED
MAR 26 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Torgin
Trout
Wekerlig

Do Not File ☐
Return To
Bring Up / /
Action

# NARRATIVE REPORT
# MOUNTAIN CREEK SECTION

Prefix - 035-1036
Contract No. 8736

Wheeler County
F.A. # BFR 88-2 (1)

This project consisted of grading, paving and construction of a 25' x 73' arch plate culvert over Mountain Creek, which is located on the Ochoco Highway at M.P. 83.52.

The contract was awarded May 4, 1978 to Weaver Construction of Union, Oregon, in the amount of $146,710.00. The total authorization, including anticipated items, contingencies, and engineering was $167,650.85. The final cost of the project, including anticipated items, engineering and contingencies was $174,477.59 for an overrun of 4.1%.

The contract was awarded with 160 calendar workdays to complete the project. The calendar workday charges started May 17, 1978 and the project was completed on October 23, 1978, using 160 calendar workdays.

The Contractor began work on June 19, 1978 with the installation of temporary signs and temporary rail. The construction of the detour followed soon afterward. The detour was completed and traffic traveling through it on July 11. Removal and salvage of the existing timber structure began that same day. Work progressed on a timely basis until the completion of the arch plate footing excavation on July 20.

Re-bar was not supplied to the project until the week of August 14, so between July 20 and August 14 there was no activity on the project. After the re-bar was delivered the project again progressed in a timely manner to its completion on October 23, 1978.

Regarding problems encountered during construction; generally work to be done was well defined with no problem out of the ordinary. We were warned in advance of the potential problem that could arise with the multi-plate during backfill if not closely monitored. The contractor was very co-operative and took careful precautions with backfill material, height of backfill, and equipment used, which resulted in a well-controlled quality installation. The gabion walls were shown in project plans as setting on the top of each corner footing and extending out level, varying between 9' and 27' in length. This control did not assure the quality of foundation materials which could have varied between sandy silt and solid rock. In the future it might be advisable to establish some foundation criteria.

One of the most asked questions by prospective bidders was "where would they be able to obtain a borrow source". After much discussion, we contacted Robert Lammert, District 10 Engineer, and he suggested we examine the possibility of removing material from a roadside cut that was located 1/2 mile Westerly from the jobsite. This particular cut was on a curve with limited sight distance and by cutting it back approximately 12' - 15', made for a definite roadside improvement. The only problem this option held for us was that the project quantities for temporary signs and flagmen did not reflect the needs of this operation, therefore resulted in overruns of both items. On future similar type projects, roadside improvements might be considered as an option to assure the contractors of the availability of sources which would probably be reflected in bids, therefore being a double benefit to the State.

The Final Inspection was made November 8, 1978 by Robert C. Pool, Region Construction Engineer, and N. D. Krehbiel, Resident Engineer.

N. D. Krehbiel
Resident Engineer

by: Jerry C. Thackery

SEC: Mountain Creek
Ochoco Highway
Wheeler County

Sheet 1 of 3
Contract No. 8736
Prefix: 035-1036
FA # BRF-88-2 (1)

## STATEMENT OF OVERRUNS AND UNDERRUNS

| | Contract Authorization | Final Amount | Percent Overrun | Percent Underrun |
|---|---|---|---|---|
| Contract Amount (Includes Engineering) | $167,650.85 | $174,477.59 | 4.1 | |
| Totals: | $167,650.85 | $174,477.59 | 4.1 | |

| Item No. | Item | Unit | Original Amount | Final Amount | Percent Overrun | Percent Underrun |
|---|---|---|---|---|---|---|
| 1. | Mobilization | Lump Sum | All | All | 0 | 0 |
| 2. | Temporary Protection and Direction of Traffic | Lump Sum | All | All | 0 | 0 |
| 3. | Temporary Sign | Sq. Ft. | 250 | 436 | 57.3 | |

The project quantity covered temporary signing for construction of the detour, traffic through detour and blasting. There was no project quantity set up for a roadside borrow area which was used to benefit our highway by increasing the sight distance considerably on a curve. The signs consisted of ground mounted advance warning type which were appropriate for the work and traffic situation.

| Item No. | Item | Unit | Original Amount | Final Amount | Percent Overrun | Percent Underrun |
|---|---|---|---|---|---|---|
| 4. | Temporary Continuous Rail, Traffic Barrier (Re Ft'd) | Lin. Ft. | 225.0 | 175.0 | | 22.2 |

Construction conditions did not require the installation of the full anticipated project quantity.

| Item No. | Item | Unit | Original Amount | Final Amount | Percent Overrun | Percent Underrun |
|---|---|---|---|---|---|---|
| 5. | Flagman | Hours | 240 | 452 | 88 | |

The project quantity did not anticipate the need for a flagman at the roadside borrow site, which constituted the major reason for the overrun. The paving operation which took 4 days instead of 1 1/2-2 days also contributed to this overrun.

| Item No. | Item | Unit | Original Amount | Final Amount | Percent Overrun | Percent Underrun |
|---|---|---|---|---|---|---|
| 6. | Temporary Guardrail Type 1A Reflectorized | Lin Ft. | 125.0 | 125.0 | 0 | 0 |
| 7. | Removal of Structures and Obstructions | Lump Sum | All | All | 0 | 0 |
| 8. | Toe Trench Excavation | Cu. Yd. | 60 | 0 | 100 ✓ ? → | |

Condition of original ground and fill slope after the detour removal and cleanup made further shaping unnecessary.

| | | | | | | |
|---|---|---|---|---|---|---|
| 9. | Detour Removal Excavation | Cu. Yd. | 1820 | 1958.7 | 7.6 | |
| 10. | Embankment in Place | Cu Yd. | 3070 | 4077.2 | 32.8 | |

The quantity of embankment material was necessary to construct to widths and grade shown in project plans.

| | | | | | | |
|---|---|---|---|---|---|---|
| 11. | Finishing Roadbed and Slopes | Lump Sum | All | All | 0 | 0 |
| 12. | Watering | M-Gal | 55 | 0 | | 100 |

Due to the moisture in the incorporated project fill and base rock material when placed, there was only a limited need for additional moisture to obtain compaction. The quantity of water that was used was pumped from the creek and sprayed directly on the grade with the use of a fire hose. The contractor did not supply any means of measuring this amount, therefore no quantity was paid. The situation was brought to the contractor's attention several times but he felt the quantity was to small to mess with.

| | | | | | | |
|---|---|---|---|---|---|---|
| 13. | Emulsified Asphalt in Watering | Gallon | 440 | 545 | 23.9 | |

Upon the recommendation of the supplier, we used additional quantities to attempt to hold the temporary wearing surface through the three tight reversing curves (Max.40°) which we anticipated as being very difficult to hold and not pot hole out.

| | | | | | | |
|---|---|---|---|---|---|---|
| 14. | Shoring, Cribbing, Etc. | Lump Sum | All | All | 0 | 0 |
| 15. | Structural Excava. | Cu. Yd. | 100 | 160.15 | 60.2 | |

The quantity of material excavated was necessary to construct footings in solid rock as shown in project plans and for gabion wall excavation.

| | | | | | | |
|---|---|---|---|---|---|---|
| 16. | Shoulder Aggregate | Cu. Yd. | 380 | 389.92 | 2.6 | |
| 17. | Class "B" Asphaltic Concrete | Ton | 760 | 769.9 | 1.3 | |
| 18. | Concrete in Headwalls and Footings | Cu. Yd. | 60.0 | 59.34 | | 1.1 |
| 19. | Reinforcement in Headwalls and footings | Pound | 7,500 | 7,788 | 3.8 | |
| 20. | Structural Plate Arch | Lin. Ft. | 73.0 | 73.0 | 0 | 0 |
| 21. | Guardrail,Type 2A | Lin. Ft. | 450 | 425.0 | | 5.6 |

Sec: Mountain Creek
Ochoco Highway
Wheeler County

Sheet 3 of 3
Contract No. 8736
Prefix: 035-1036
FA # BRF-88-3 (1)

| | | | | | | |
|---|---|---|---|---|---|---|
| 22. | Guardrail Anchors Tupe 1 | Each | 4 | 4 | 0 | 0 |
| 23. | Rail End Pieces Type "C" | Each | 4 | 4 | 0 | 0 |
| 24. | Loose Rip-Rap Class 700 | Cu. Yd. | 200 | 215 | 7.5 | 0 |
| 25. | Filter Blanket | Cu. Yd. | 20 | 32 | 60 | |

The quantity used was necessary to construct the filter blanket as shown on contract plans.

| | | | | | | |
|---|---|---|---|---|---|---|
| 26. | Rock Gabions | Cu. Yds. | 85 | 83.8 | | 1.4 |
| 27 | Delineators | Each | 12 | 12 | 0 | 0 |
| 28. | Roadside Seeding and Mulching | Acre | 1.0 | 0.5 | | 50.0 |

The quantity used was sufficient to cover all the area that was disturbed, including the fill slopes.

| | | | | | | |
|---|---|---|---|---|---|---|
| 29. | Furnishing and Planting Willow cuttings | Each | 500 | 260 | | 52.0 |

The quantity used was sufficient to cover the area along the flood plain disturbed by the detour construction and removal, and areas disturbed along the creek and the down stream side.

| Item | Original Amount | Final Amount | Percentage Underrun | Percentage Overrun |
|---|---|---|---|---|
| Engineering | $13,293.90 | $16,522.91 | | 24% |

An engineering overrun on the project was due mainly to the distance between our office and the jobsite, which was 170 miles round trip and takes approximately 2 hours of travel time each way. The contractor's operation was small and reasonably efficient but did require day to day inspection over a long period of time. In most cases an inspection would take only a couple of hours, but with the travel time involved, it basically consumed a whole workday when daily reports were completed. Due to having good cooperation with the contractor, we were able to keep overtime worked to a minimum even though the contractor worked several Saturdays and one Sunday, and 10-12 hours each regular workday.

REFERRED TO
Beard Steudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lou
[✓ Return] Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Prepare Ltr of acknowledgement

Versteeg
Christensen Don
George
Olson
Terpin
Sullivan Copy
Scott
Anderson

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JAN 24 1979
ENGINEERING SECTION

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| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>3-12-8 | | State<br>Oregon |
| PROJECT REPORT NUMBER<br>[illegible] | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Wheeler |
| MODIFICATION NUMBER<br>1 | 3-12-79 | Project Number<br>BRF-88-2(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 13, 1978,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 167,423.00 | $ 176,000.00 |
| Federal funds | $ 125,567.00 | $ 132,000.00 |
| Other revisions | | |

This modification is made for the following reasons:
Increase in Construction Bid Item costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of March, 1979.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E G Hunter

Technical Services Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

~~By~~
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon March 5, 1979

Federal Aid Project
No. BRF-88-2(1)

Mountain Creek Section
Ochoco Highway
Wheeler County

Revised Project Agreement Estimate

Type Code Y007
Structural Plate Culvert (Sta. 922+00 to Sta. 926+00)

Subtotal of previous estimate of May 31, 1978 $147,510.00

Previous Estimate

| | | | |
|---|---|---|---|
| Temporary Signs | 250 Sq. Ft. | 10.00 | $ 2,500.00 |
| Flagman | 240 hrs. | 18.00 | 4,320.00 |
| Embankment in Place | 3,070 Cu. Yds. | 6.00 | 18,420.00 |
| | | | $ 25,240.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| Temporary Signs | 436 Sq. Ft. | 10.00 | $ 4,360.00 |
| Flagman | 452 hrs. | 18.00 | 8,136.00 |
| Embankment in Place | 4,077 Cu. Yd. | 6.00 | 24,462.00 |
| | | | $ 36,958.00 |

| | |
|---|---|
| Difference | $ 11,718.00 |
| Sub-total | 159,228.00 |
| Engineering | 16,772.00 |
| Total | $176,000.00 |

Length of Project - - - - - 0.00 mi.

Federal Funds - - - - - - - - $132,000.00
State Funds - - - - - - - - 44,000.00
TOTAL $176,000.00

Group 1 -- 100%
Contract No. 8736
Prefix -- 35-1036

8736 STATE COPY OMB No. 04-R2089 8

| | | |
|---|---|---|
| TO BE COMPLETED BY FHW<br>MONTHLY TRANSACTION NO.<br>6-105 | . S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-13-78 | ate<br>Oregon<br>County<br>Wheeler<br>Project No.<br>BRF-88-2 (1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
U.S. 26, 16.6 Mi. E. of Mitchell ECL

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-5-78 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 75%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 167,423.00 | $ 125,567.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*
By J H Westey for
Technical Services Engineer
*(Title)*
By
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator JUN 13 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, May 31, 1978

Federal Aid Project
No. BRF-88-2 (1)

Mountain Creek Section
Ochoco Highway
Wheeler County

Project Agreement Estimate.

Type Code y007
Structural Plate Culvert (Sta. 922+00 to Sta. 926+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 14,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 2,000.00 |
| Temporary Signs | 250 Sq. Ft. | 10.00 | 2,500.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectorized | 225 Lin. Ft. | 4.00 | 900.00 |
| Flagmen | 240 Hr. | 18.00 | 4,320.00 |
| Temporary Guardrail, Type 1A | 125 Lin. Ft. | 10.00 | 1,250.00 |
| Removal of Structures and Obstructions | All Required | | 14,000.00 |
| Toe Trench Excavation | 60 Cu. Yd. | 5.00 | 300.00 |
| Detour Removal Excavation | 1,820 Cu. Yd. | 3.00 | 5,460.00 |
| Embankment in Place | 3,070 Cu. Yd. | 6.00 | 18,420.00 |
| Finishing Roadbed and Slopes | All Required | | 500.00 |
| Watering | 55 M-Gal | 15.00 | 825.00 |
| Emulsified Asphalt in Watering | 440 Gal. | 2.25 | 990.00 |
| Shoring, Cribbing, Etc. | All Required | | 5,000.00 |
| Structure Excavation | 100 Cu. Yd. | 10.00 | 1,000.00 |
| Aggregate Shoulders | 380 Cu. Yd. | 14.00 | 5,320.00 |
| Class "B" Asphalt Concrete | 760 Ton | 28.50 | 21,660.00 |
| Concrete in Headwalls and Footings | 60 Cu. Yd. | 200.00 | 12,000.00 |
| Reinforcement in Headwalls and Footings | 7,500 Lb. | 0.40 | 3,000.00 |
| Structural Plate Arch | 73 Lin. Ft. | 250.00 | 18,250.00 |
| Guard Rail, Type 2A | 450 Lin. Ft. | 11.50 | 5,175.00 |
| Guard Rail Anchors, Type 1 | 4 Each | 200.00 | 800.00 |
| Rail End Pieces, Type C | 4 Each | 100.00 | 400.00 |
| Loose Riprap, Class 700 | 200 Cu. Yd. | 10.00 | 2,000.00 |
| Filter Blanket | 20 Cu. Yd. | 10.00 | 200.00 |
| Rock Gabions | 85 Cu. Yd. | 60.00 | 5,100.00 |
| Roadside Seeding and Mulching | 1 Acre | 600.00 | 600.00 |
| Delineators | 12 Each | 20.00 | 240.00 |
| Furnishing and Planting Willow Cuttings | 500 Each | 1.00 | 500.00 |
| | | | $146,710.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | $ 500.00 |
| Temporary Erosion Control | All Required | | 300.00 |
| | | | $ 800.00 |
| | | Subtotal | $147,510.00 |
| | | Engineering | 19,913.00 |
| | | Total | $167,423.00 |

Length of Project - - - - - - - - - - - - 0.00 Mi.

| | |
|---|---|
| Federal Funds (75%) - - - - - - - - - - - - - - - - - - - - - - - - - - - | $125,567.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 41,856.00 |
| Total | $167,423.00 |

Group 1-100%

Contract No. 8736

Prefix 35-1036

Oregon State Highway Division
Salem, Oregon, May 31, 1978

Federal Aid Project
No. BRF-88-2 (1)

Mountain Creek Section
(Nonparticipating-State Work)

| | | |
|---|---|---|
| State Responsibility for Damages | All Required | $ 200.00 |

8736

8

February 23, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8736 awarded to Weaver Construction Co. for work on the Mountain Creek Section of the Ochoco Highway in Wheeler County was completed on October 23, 1978, and accepted by the State Highway Engineer on February 22, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 28, 1979.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Weaver Construction Co.
P. O. Box 588
Union, OR 97883

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

8736

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mountain Creek

WEEK ENDING: January 13, 1979

SECTION PREFIX: 035-1036

HIGHWAY: Ochoco

COUNTY: Wheeler

NAME OF JOB: Mountain Creek

KIND OF WORK: Grading, Paving and Culvert

CONTRACTOR: Weaver Construction Co.

CONTRACT NUMBER: 8736

FEDERAL AID PROJECT NUMBER: BRF 88 2(1)

DATE OF CONTRACT: May 4, 1978

DATE WORK STARTED: June 19, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS (wo rk)160

WORK DAYS USED

CALENDAR DAYS USED(work) 160

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 167,650.85

EXCLUSIVE OF ENGINEERING: $ 154,356.95

ENGINEERING AUTHORIZATION: $ 13,293.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 157,954.68

ENGINEERING COST TO DATE: $ 16,522.91

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 2.3 %

PERCENT OF AUTHORIZATION: 24 %

DATE PROJECT WAS COMPLETED: October 23, 1978

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 7 | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
JAN 23 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 13 | No activity, Project Complete |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Project is complete.

Semi-final submitted to region January 9, 1979.

cc: file

SIGNED N. D. Krehbiel LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8736

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 3, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-88-2(1)

Contract 8736, Work Completed October 23, 1978
Project Mountain Creek
Highway Ochoco
County Wheeler

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 2-9-79

D.K. Hossner
for G. L. Green
Division Administrator

NOTED
H.S. COULTER

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Dale Allen
R. D. Church

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inioes

RECEIVED
FEB 21 1979
CONSTRUCTION SECTION

Richards
Glenn
Borg
Church
Gebauer
Widmer

8736

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinns
Dale Allen
Norman Krehbiel

May 31, 1978

Weaver Construction Co.
P. O. Box 388
Union, OR 97883

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

**Contract No. 8736 for work on the Mountain Creek Section of the Ochoco Highway in Wheeler County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
P. O. Box 7427
Boise, ID 83707

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

8736

9

bc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
Norman Krehbiel
Don Trout
SAIF
Fran

May 5, 1978

Weaver Construction Co.
P. O. Box 588
Union, OR 97883

Gentlemen:

The Oregon Transportation Commission on May 4, 1978, accepted your proposal for work on the Mountain Creek Section of the Ochoco Highway in Wheeler County for the sum of $146,710 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8736.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 17, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8736 4-5-78 8

U.S. DEPARTMENT OF TRANSPO ON - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

**ERAL AID PROJECT NO.** BRF-88-2(1)

**STATE PROJECT NO.** See Below

**COUNTY NAME** Wheeler

**PROGRAM STAGE** (Check) ☐ 1. ☐ 2.

**PROGRAM NO.**

**ITEM NO.** 80011

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| | | |
|---|---|---|
| **DATE PS & E APPROVED** 4-5-78 | **DATE AUTHORIZATION EFFECTIVE** 4-5-78 | **FEDERAL ROUTE NUMBER** Primary 88<br>**STATE ROUTE NUMBER** Primary 41 |

**GENERAL LOCATION:**

"Mountain Creek Section"

**GENERAL DESCRIPTION OF WORK:**

Structural Plate Arch Culvert

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify): Permanent Pavement Striping (S.F.) $500.
Temporary Erosion Control (E.W.) $300

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $186,177, Federal funds $139,632.

A signed copy of the Title sheet is returned herewith.

Swan
w/encl.
4-10

| | | |
|---|---|---|
| **DATE** 4-5-78 | **SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner | **TITLE** for Division Administrator |

FORM PR-1240 (REV. 8-76) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5736

41

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/22/78
Donald L Rout

4-27-78 Bid Letting ____________ All Clear Deadline

SECTION MOUNTAIN CREEK SECTION
Highway Ochoco
County Wheeler Region 5
Type of Work G. P. Culvert Funds SBRP
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☒ | ☐ | ☒ | Stream involvement covered by permit |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☐ | ☒ | ☒ | ☒ | ☒ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

136

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

January 17, 1978

NOTED
E. S. HUNTER

Oregon Project BRF-88 (-)
Ochoco Highway
Wheeler County
Mountain Creek Bridge
Bridge 1457A

After struggling with the problems of safely controlling one-way traffic at this site where any lighting and traffic signals would have to be powered by a portable generator, we again approached the Department of Fish and Wildlife as to the degree of their objection to placing a detour fill in Mountain Creek. They are now willing to accept such a detour between July 1 and September 30. This permits us to use an arch culvert instead of the slab span with abutments which was proposed for stage construction. Gabion wingwalls are estimated to save about $5,000 over concrete walls and will blend well with the stream banks.

The estimated cost for this culvert and gabion wingwalls is $72,000 including engineering and contingencies but not including grading and paving items.

Two prints of Drawing 33081, which show our latest proposal, are attached.

Walter J. Hart
Structural Design Engineer

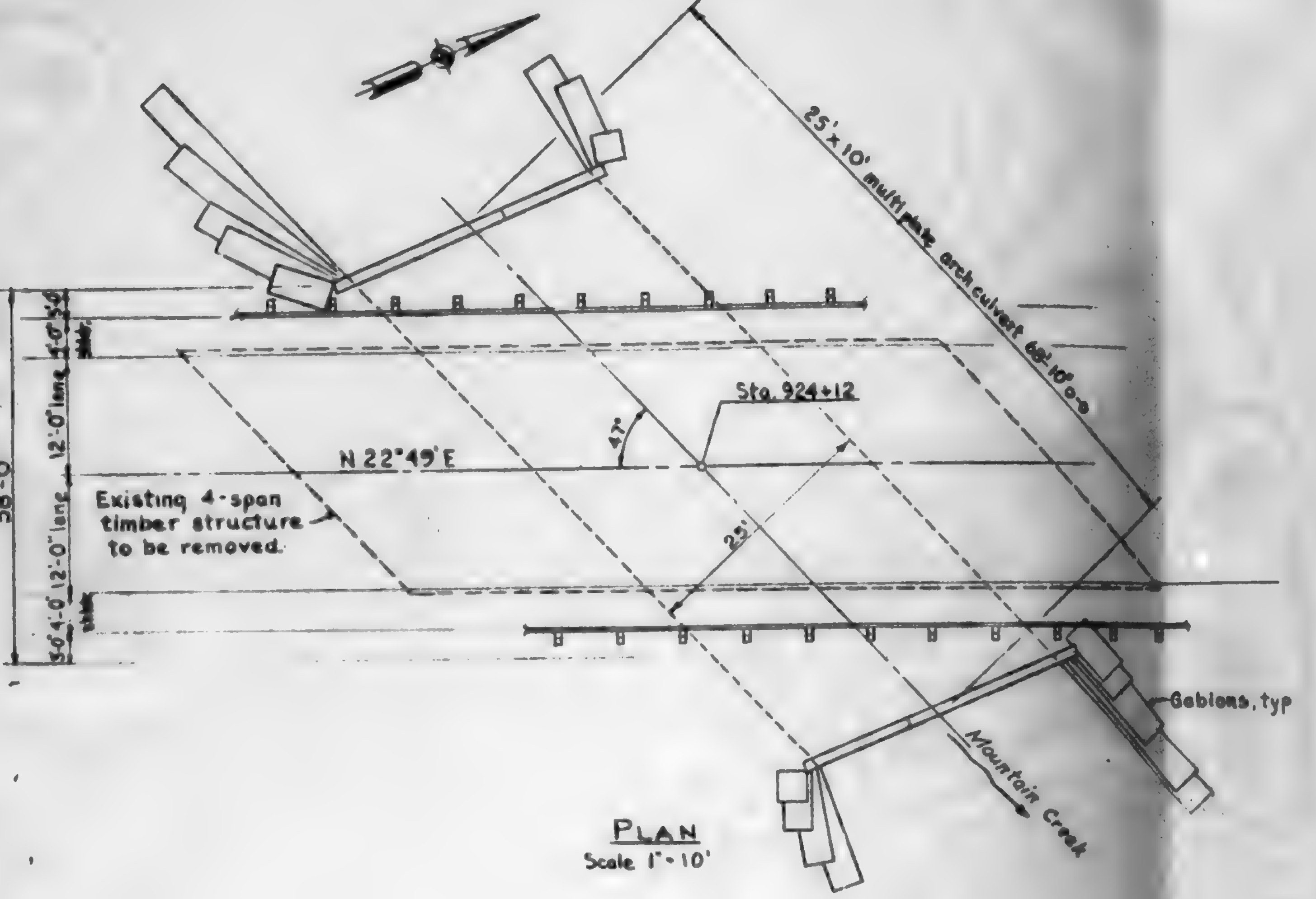
cc: E. S. Hunter ✓
D. H. Moehring
V. E. Skoog
C. M. Williams
D. O. Christensen

RECEIVED
TECHNICAL SERVICES
JAN 17 '78
REFER TO
FOR

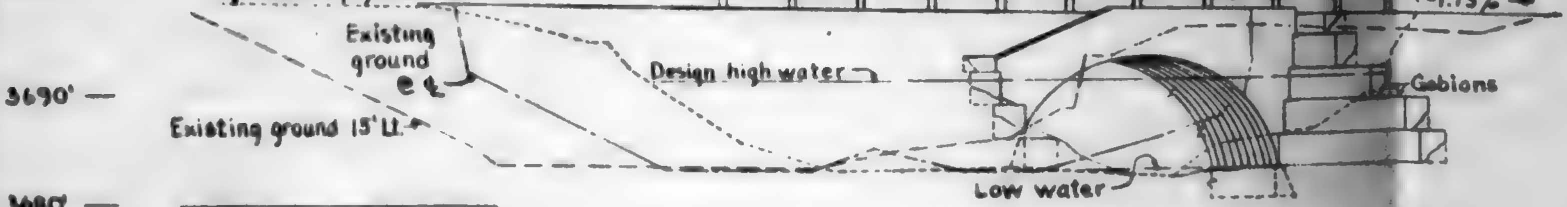
| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 81-731-0027 (9-77)

## T.12 S. R.2[illegible] SEC. 8

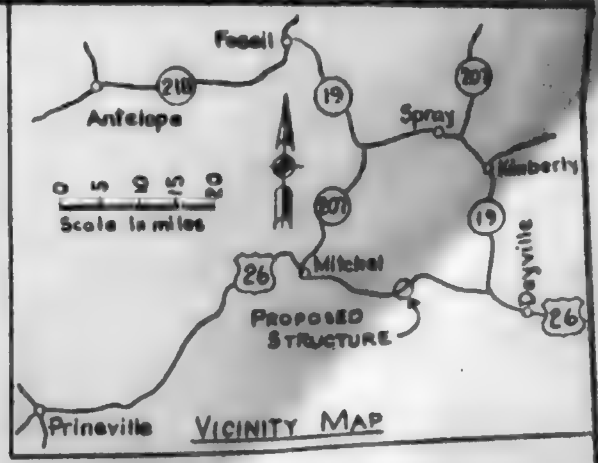

25'x10' multi plate arch culvert 68'-10" o-o
Sta. 924+12
47°
N 22°49' E
25'
38'-0"
4'-0"
5'-0"
12'-0" lane
12'-0" lane
4'-0"
5'-0"
Existing 4-span timber structure to be removed.
Gabions, typ
Mountain Creek

PLAN
Scale 1"=10'


3700'
3690'
3680'
Existing ground 15' Rt.
Existing ground ℄
Existing ground 15' Lt.
Design high water
Low water
Gabions
-1.73%

| HYDRAULIC DATA | |
|---|---|
| | Design Flood |
| Discharge c.f.s. | 2100 |
| Frequency, yrs. | 50 |
| H.W. Elevation natural channel | 3689.5 |

ELEVATION
Scale 1"=10'


Fossil
218
Antelope
19
207
Spray
Kimberly
0 5 10 15 20
Scale in miles
207
19
Dayville
26
Mitchell
PROPOSED STRUCTURE
26
Prineville

VICINITY MAP

APPROVED:

BRIDGE ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1652

| DATE | REVISION |
|---|---|
| | |

## OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

MOUNTAIN CREEK ARCH CULVERT M.P. 83.51
OCHOCO HIGHWAY
WHEELER COUNTY

PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS.

DATE 1-16-78
BRIDGE NO. 1457A
SHEET 1 OF 1
DRAWING NO. 33081

9736

41

Salem, Oregon
November 7, 1977

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

49987 - Fopiano Ranch, Inc.
Mountain Creek Bridge Section
Ochoco Highway
Wheeler County

Attached is a description, an authorization and R/W prints for a detour easement for the subject project, which is scheduled for April 27, 1978.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

8736

8

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 23, 1977

Walter J Hart

FROM: Walter J. Hart
Structural Design Engineer

TO: Mr. E. S. Hunter
Technical Services Manager

SUBJECT:
Mountain Creek Bridge Replacement
Ochoco Highway
Wheeler County
Bridge 1457A

This project has been delayed due to difficulties encountered in developing a reasonable method of construction which would maintain traffic without constructing a detour. Our understanding was that the Fish & Game people were strongly opposed to constructing a detour involving temporary fill in the streambed. Numerous types of construction without a detour were studied but none were found which were not difficult, costly, and/or dangerous. The Fish & Game people were then approached again, and they agreed to allow placing a detour in the streambed after the first of July.

We, therefore, propose that this contract be scheduled for the April, 1978, bid letting. Region IV people feel that they can keep the present structure in operation until then.

ATB:dh

cc D. O. Christensen
Carl Williams

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 9-26-77

CC Moehring
Versteeg

RECEIVED
TECHNICAL SERVICES
SEP 26 '77
REFER TO

| Info | Inv. | R/A | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|
| | | | | | | |

8736

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

September 8, 1977

Oregon Project BRF-88(-)
Mountain Creek Bridge #1457A
Ochoco Highway, Wheeler Co.

We have made further study of the detour method of handling traffic during construction of this project. It is true that detours are generally preferable to one-way traffic with stage construction. Our further study, however, confirms our original opinion that the particular conditions at this site make a detour the less desirable alternate. A detour on the on the northerly side of the road would require a minimum length of culvert, but would require considerable rock excavation (probably by blasting) on the easterly approach. A detour on the southerly side, while avoiding the extra rock excavation, would involve greater quantities of temporary fill and much greater culvert length. In both cases the fill slopes of the detour would either extend beyond our present right-of way limits or require retaining structures (probably gabions) to prevent encroachment on private property.

We are now studying the possibility of locating the new structure so that the abutments can be constructed under the existing structure without disturbing it. This would greatly reduce the length of time that one-way traffic would be required.

We believe that the combination of these factors with the objections of the Fish and Game people makes the one-way traffic alternative the most desirable for this location.

RECEIVED
TECHNICAL SERVICES
SEP 8 '77
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 81-734-3123

Two copies of the Foundation Report for this project are enclosed. The report includes photographs which illustrate some of the difficulties which would be encountered in building a detour. Copies of the hydraulic report will be sent when they become available.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Enclosures

AB:dls

cc: E.S. Hunter

Form FHWA 121 (Rev. 5-73)
8736

GENERAL FILES

8

UNITED STATES GOVERNMENT
DEPARTMENT OF TRANSPORTATION
FEDERAL HIG[illegible]AY ADMINISTRATION
Box 300
Salem OR 97308

# Memorandum

DATE: August 25, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project BRF-88(-)
Mountain Creek Bridge, #1457A
Ochoco Highway, Wheeler County
Preliminary Bridge Plan

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT

We have reviewed Mr. Hart's letter of August 9 submitting a proposed design for the above project. We have no objection to the precast slab and feel that it is a reasonable design for the site.

We do, however, have some concern about staging the project. Our Area Engineer feels that a detour alternate should be studied in a little more depth before abandoning this method of temporary rerouting traffic during the construction of the structure. There have been many structures constructed in eastern Oregon by this method successfully and we feel that further study is warranted.

Please study this solution and discuss it further with the Fish & Game people when you are completing the design of the Mountain Creek Bridge.

G. L. Green

cc:
OSHD (W Hart)

RECEIVED
TECHNICAL SERVICES
AUG 26 '77
REFER TO W Hart
FOR

| Info | Inves. | N/D | [illegible] | Sign | Act | File |
|---|---|---|---|---|---|---|
|  | ✓ | ✓ |  |  |  |  |

8-29-77

8736

41

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 15, 1977

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Mountain Creek Bridge
Ochoco Highway
Wheeler County

TO: MEMO TO THE FILES

I reviewed this project with Bob Poole and R. L. Lammert by phone this date.

The following items are to be contractor furnished:

1. 350 cu. yds. borrow
2. 470 cu. yds. Class 700 Riprap
3. 800 tons asphalt concrete

Blasting will be required in the existing cuts.

The structure is to be salvaged, and stockpiled at a site west of the project. Ted Thompson was notified.

LKW:az

cc: F. E. Terpin
L. L. Wallace
Bob Poole
R. L. Lammert
A. L. Brummitt
Bill Beard
Jerry Miller

1 Versteeg ✓
Olson
2 Christensen DDC
Scott
Swenson
Savage
Trout

RECEIVED
AUG 16 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8736

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes

RECEIVED
AUG 11 1977
CONSTRUCTION
SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

August 9, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Mountain Creek Bridge
Ochoco Highway
Wheeler County
Bridge 1457A

Enclosed are two prints each of drawings 31752 and 31884 which are the preliminary plan and elevation and vicinity map for this structure.

The project replaces a decaying four-span timber frame structure. The roadway on the structure and its immediate approaches are being widened to 32 feet. This meets the standards for this highway which has a present ADT of 410.

The District Fisheries Biologist is of the opinion that construction of a detour in the streambed could have significant negative impact on riparian vegetation and spawning beds. Stage construction is, therefore, strongly preferred. This rules out the use of a single large arch pipe culvert which could have been a satisfactory solution. Two smaller arch pipe culverts, which could be placed under the present timber spans, proved to be inadequate hydraulically. Two other alternates were considered....a 90-foot span with 1 1/2:1 slopes under the structure and a 38-foot span with vertical abutments. The cost of these appears to be about the same. We have chosen the abutment type structure because of its superior hydraulic characteristics.

The project is programmed for Special Bridge Replacement funds.

We request that you approve this preliminary submittal.

Walter J. Hart
Structural Engineer
ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Design Engineer,
Structural Section

RECEIVED
TECHNICAL SERVICES
AUG 12 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Enclosures

cc C. T. Keasey /w/ encl.
C. M. Williams /w/ encl.
E. S. Hunter
D. H. Moehring /w/ encl.

8736~ 8

July 5, 1977

D. H. Moehring
Program Management Engineer

E. S. Hunter
Technical Services Engineer

Mountain Creek Bridge
Ochoco Highway

Replacement of the Mountain Creek Bridge on the Ochoco Highway was authorized by the Transportation Commission at its June, 1977 meeting.

I have been advised that the bridge will require some $25,000 in maintenance (replacement of deck and stringers, and pedestal repair) before winter. The State's money can be better spent to match Federal-aid to replace the bridge.

Please program the project and schedule for contracting at the August letting.

Attachment

cc F. B. Klaboe
H. S. Coulter
R. L. Schroeder
J. H. Versteeg
Walt Hart
Gary Potter
Carl Williams

ESH:ja

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 30, 1977

Walter J Hart

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. E. S. Hunter
Technical Services Engineer

SUBJECT:
Mountain Creek Bridge
Ochoco Highway

The Mountain Creek Bridge was on the list of bridges approved by the Commission for replacement under the Special Bridge Replacement Program.

The survey work is completed, the project has been classified and approved as Category 3 Non-Major. The design time for any of the three alternates under considerable will be relatively short. The project does not have an established contracting date. It could be contracted as soon as the remaining paper work is processed.

There are SBR funds available which could be applied to this project. The field's estimate is $280,000.

WJH:dh
Enclosure

cc Carl Williams
Maintenance /w/ encl.
D. H. Moehring, Prog. Mngmt. /w/ encl.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 1 '77
REFER TO

FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701

June 22, 1977

FILE: MAI 14-1
X MAI 12-11

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams

TO: E. S. Hunter
Manager of Technical Services

SUBJECT: Bridge Replacement
Dry Creek, Crook County
Crooked River Highway

I know Crook County needs the employment this bridge would create, and if it were in addition to Mountain Creek on the Ochoco Highway I would not protest.

Dry Creek is on a recreational road that has gravel for much of the way. It has no through or commercial traffic. We recently repaired the bridge and it should be good for ten to fifteen years.

Mountain Creek is on a through highway, has commercial traffic, and the bridge needs help now.

Would it be possible to switch priorities and build Mountain Creek or build both bridges? Last month we completed a survey on Mountain Creek. If we do not contract soon Lammert will be forced to spend $25,000. to make complete deck, stringer, and pedestal repairs by winter.

copy in 19-1
CCN Cr.
R.4

CMW:pw

6-28-77

Hart

Is Mountain Cr
scheduled? When?

ESH

RECEIVED
STATE HWY ENGR
JUN 23 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

RECEIVED
JUN 29 1977
BRIDGE SECTION

8736

8

**STATE OF OREGON**

**INTEROFFICE MEMO**

**TO:** E. S. Hunter
Deputy State Highway Engineer

**DATE:** March 24, 1977

**FROM:** L. W. Rul[illegible]
Program Management Engineer

**SUBJECT:** PROJECT ASSESSMENT
Mt. Creek Bridge
Ochoco, US 26
Wheeler County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:LJT

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 4 : C. M. Williams
District 12 : H. W. Oswald
Region 4 Geologist: Rolland VanCleave

ESH
DEPUTY STATE
Date 3-28-77

RECEIVED
STATE HWY ENGR
MAR 25 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

81-125-1307

8

Form FHWA 121 (Rev. 5-73)

8736

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 18, 1977

In reply refer to: 1041B.4

SUBJECT: Oregon F-88-2(-) PROJECT ASSESSMENT
Mt. Creek Bridge
Ochoco, US26
Wheeler County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's February 18, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Hossner
for G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Region 4, Fenton)

RECEIVED
STATE HWY ENGR
MAR 22 '77
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FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8737 Milwaukie-Gladstone Sec. FAU 9671 1978
(Grading & paving)

C+A 5763 9-22-76

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

NOTED
H. S. COULTER

DATE: June 9, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Oregon Project M-9671(1)
Milwaukie-Gladstone Section
SE River Rd., Pay Quantity Documentation
HFO.3-OR

In answer to your letter of June 2, the following action has been taken to prevent occurrence of this type problem on future projects.

1. The importance of proper documentation was thoroughly stressed and discussed with Project Managers by Mr. Keasey at the April 1981 Resident Engineer Meeting

2. In November 1981, a Reviewer was appointed by each region. This individual's prime responsibility is to, periodically during the course of the project, check each Project Manager's records for proper documentation. Any discrepancies found are reported, discussed with the Project Manager, and methods of correction are agreed upon. Reports are sent to both Region and Construction offices. Major discrepancies are pursued by the Region Construction Engineer. Each year in February and August a summary report on this activity is turned in to the Construction Office by each Region.

3. The subject of documentation was again discussed at the March 1982 Project Manager meetings.

4. In February 1982, the Construction Office distributed information on a new Quantity Summary (Project Ledger) Form. This form was available for use about the first of April and is now being implemented by field crews

on new projects. This form should provide a good record-keeping system, better organization of documentation, and establish a method to summarize quantities for monthly progress estimates.

5. Region Construction Engineers have been advised to hire supplemental temporary help as required to assist their full-time staff in performing the construction engineering, so proper quantity and quality documentation can be accomplished.

We believe the aobve corrective action will prevent the type of problems that occurred on this project.

DOC:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood
Region Construction Engineers w/att.

U.S. Department of Transportation
Federal Highway Administration

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-9671(1)
Milwaukie-Gladstone Section
SE. River Rd., Pay Quantity Documentation

Date: June 2, 1982

Reply to Attn. of: HFO.3-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The information contained in Mr. Keasey's May 10, 1982, memorandum relative to supplemental measurements and calculations performed to verify the previously claimed but not adequately documented pay quantities on the subject project has been reviewed. The methodology used and the results obtained from the review are considered adequate support for the quantities presently claimed for Federal-aid participation.

Mr. Keasey's memorandum does not, however, indicate what corrective action was taken to prevent occurrence of this type problem on future projects. While I concur with the quantities determined eligible for Federal-aid participation, a detailed explanation of remedial actions taken is considered necessary prior to final resolution of this problem.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (C T Keasey, Const)

RECEIVED
STATE HWY ENGR

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REFER TO
Keasey

FOR

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cy
6-7-82
R/D due
6-17-82

Paragraph 2

NOTED
W. E. SCHWARTZ

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STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5

DATE: May 10, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

RECEIVED
STATE HWY ENGR
MAY 11 '82
REFER TO

| FOR | | | | | | |
|---|---|---|---|---|---|---|
| Info | Inves | R/D | D/R | Sign | Act | File |
| | | | | | | |

C T Keasey

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Milwaukie-Gladstone
OSHD Contract No. 8737
FHWA Project No. M-9671(1)

Certain deficiencies concerning documentation of Asphalt Concrete Mixture and Aggregate Base project pay quantities were discovered during a recent audit of the subject project by the O.D.O.T. internal audit staff.

In order to resolve these deficiencies, O.S.H.D. decided to perform supplemental measurements and calculations to verify the reported Asphalt Concrete Mixture and Aggregate Base pay quantities to qualify the deficient portions of the pay quantities for Federal-aid participation.

The required field and office work has been completed by a field crew different from the crew involved in the original quantity determination, and their work has been checked by OSHD's Final Estimates Unit. A description of the methodology employed is as follows:

1. Asphalt Concrete Top Course (existing roadway overlay) was calculated using planimetered areas and eighteen project record depth tests. The depth tests were performed in 1979. The cores were taken at various distances left and right of centerline and were an average of 1,320 feet apart.

2. Asphalt Concrete Leveling Course (existing roadway overlay) was calculated using planimetered areas and nineteen depth tests. The depth tests were performed in 1982. The cores were all taken at or near centerline and were an average of 1,250 feet apart.

3. Asphalt Concrete Top Course and Base Course (widened roadway) was calculated using planimetered areas and project plan depths.

4. Asphalt Concrete approaches and connections were calculated using field measured areas and project plan depth.

5. Base Rock quantities were calculated using project plan depths, planimetered areas for the main roadway widening, field measured areas for approaches and connections, and field measured lengths for rock slope locations. The original project pay quantities are as listed below:

| | |
|---|---|
| B.I. 18, 1"-0 Agg. Base | 13,054.04 Tons |
| P.A. 8, Agg. Base | 137.18 Tons |
| TOTAL AGG. BASE | 13,191.22 Tons |
| | |
| B.I. 19, Cl. B AC Mix | 27,853.17 Tons |
| B.I. 20, Cl. B AC Mix. in Level | 6,608.66 Tons |
| P.A. 8, Cl. B or C AC Mix | 69.50 Tons |
| TOTAL AC MIX | 34,531.33 Tons |

The previously described supplemental verification documentation yielded the calculated quantities listed below:

| | | |
|---|---|---|
| Agg. Base | | |
| Widened Roadway | 7,210 | Tons |
| Approaches | 2,471 | Tons |
| Rock Slopes | 3,760 | Tons |
| Pipe Bedding | 1,787 | Tons |
| TOTAL | 15,228 | Tons |
| | | |
| AC Mixture | | |
| Top Course, Exist. Rdway. | 10,660 | Tons |
| Level Course, Exist. Rdway. | 6,974 | Tons |
| Widened Rdway. | 15,084 | Tons |
| Approaches | 1,406 | Tons |
| TOTAL | 34,124 | Tons |

The net results of the originally documented quantities versus the supplementally documented quantities are as shown below:

| | Agg. Base | AC Mix. |
|---|---|---|
| Original Quantity | 13,191 Tons | 34,531 Tons |
| Supplemental Quantity | 15,228 Tons | 34,124 Tons |
| Net, Supplemental | + 2,037 Tons | - 407 Tons |

Given the variables inherent in the methods used to measure and calculate the verification quantities, we are of the opinion that the originally documented Aggregate Base and Asphalt Concrete Mixture quantities were in fact incorporated into the project.

Since the Asphalt Concrete Mixture quantities were not fully verified, and it is not deemed economically feasible to continue that pursuit, I therefore request that the project Aggregate Base, Asphalt Concrete Mixture and Asphalt Cement in Mixture quantities be accepted for Federal-aid participation as follows:

PARTICIPATING

| | |
|---|---|
| B.I. 18, 1"-0 Aggregate Base, | 13,054.04 Tons |
| B.I. 19, Cl. B AC Mixture, | 27,446.17 Tons |
| B.I. 20, Cl. B AC Mix. in Leveling, | 6,608.66 Tons |
| B.I. 21, Asphalt Cement in Mix., | 1,815.03 Tons |
| P.A. 8, Aggregate Base, | 137.18 Tons |
| P.A. 8, Cl. B or Cl. C AC Mix., | 69.50 Tons |
| P.A. 8, Asphalt Cement in Mix., | 3.67 Tons |

NON-PARTICIPATING

| | |
|---|---|
| B.I. 19, Cl. B AC Mixture, | 407.00 Tons |
| B.I. 21, Asphalt Cement in Mix., | 21.69 Tons |

Data relative to both the originally documented quantities and the supplementally documented quantities are on file in the Construction Section and are available for your review.

CTK:RLG:mk

bc: H. S. Coulter
W. E. Schwartz ✓
Al Harwood
Chuck Lobaugh

8737

L

STATE OF OREGON
Highway Construction 378-6318

# INTEROFFICE MEMO

FILE: CON 5

RECEIVED
STATE HWY ENGR
DEC 11 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: TO THE FILES

DATE: December 11, 1981

Duane O. Christensen

NOTED
H. S. COULTER

FROM: Duane O. Christensen, P.E.
Construction Operations Engineer

SUBJECT: Milwaukie-Gladstone (River Road) Section
Contract 8737
Contract Finalization Audit

On Wednesday, December 9, 1981, a meeting was held with Marion Craft, Charles Lobaugh and myself to discuss FHWA's request for additional verification of materials incorporated into the subject project; reference Dale E. Wilken's letter of December 7, 1981.

As a result of this meeting, Craft will assign non-project associated personnel to review the field construction data; take necessary cores to establish depths and specific gravities of base rock and base course asphalt; and by means of some rational method and/or calculations, support the in-place quantities of base rock, asphalt leveling and base course asphalt.

Lobaugh will assemble the as-constructed field data and brief the reviewing team on the project. He is checking to see if an 1"-20' map exists that might be used to identify excavation areas.

It was stressed that the funds utilized for this after-the-fact assembling of information would be 100% State and should be kept to a minimum (say $2,000 to $5,000). All charges should be assigned to prefix 302-1002-900. Finance will code these with a Gp 9 function when received. Expenditures should be kept to a minimum. It is anticipated that a 90% verification of quantities will be required to support in-place quantities and thereby insure Federal-aid participation.

DOC:mk

cc: H. S. Coulter
D. Hacek
V. E. Skoog
Marion Craft
C. Lobaugh
G. K. Hossner, FHWA
J. J. Jenkins

8737

2

U.S. Department
of Transportation

**Federal Highway Administration**

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-9671(1), Contract 8737
Milwaukie - Gladstone (River Road) Section
Contract Finalization Audit

Date: December 7, 1981

From: Division Administrator

Reply to Attn. of: HPO-OR/122.1
XRef: 122.2

To: Mr. H. S. Coulter, State Highway Engineer

As discussed with Mr. Keasey, we have reviewed the data submitted with his November 10, 1981 memorandum concerning supporting information for certain bid items on the subject project. We have also reviewed the backup data in the construction office.

Our review supports the findings of your audit team, i.e., normal procedures were not followed in receiving materials on the project, and verification of all materials incorporated in the work could not be made. Consequently, additional verification to support Federal-aid participation is necessary.

Because of the nature of the work, verification of the quantities by extensive coring of the in-place materials as you suggested would be difficult, costly, and probably not conclusive. Therefore, I am suggesting that, as an alternate approach, you may want to provide calculations or some other rational method of support for the in-place quantities along with some random coring to verify specified depths. This work must be accomplished by non-project-associated personnel.

Federal-aid participation in the cited items will depend upon the results of the above post-construction evaluation. However, Federal-aid funds cannot be used in obtaining and assembling this after-the-fact information.

In addition to the above, I will need a showing of the procedural changes which have been implemented to prevent similar occurrences of this nature.

Robert B. Hathaway
for Dale E. Wilken

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STATE HWY ENGR
DEC 8 '81
REFER TO Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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| | | | | | X | |

cc:
OSHD (Mr Keasey, Asst SHE f/Const)
OSHD (Mr Skoog, Hwy Acctg)

oy
12/8

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2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 10, 1981

In Reply Refer to
File No.:

TO: Dale Wilken, Administrator
Federal Highway Administration

FROM: C. T. Keasey Keasey
Assistant State Highway Engineer

/ NOTED
H.S. COULTER

SUBJECT: Contract Finalization Audit
Milwaukie-Gladstone (River Rd.)
Contract No. 8737

In response to your telephone request of October 26, 1981, to Warren Richards, I am sending you a memorandum from Roger Gebauer, Final Estimates Engineer, outlining the basis of acceptance of the final pay quantities on Bid Items 18, 19 and 20 and on Price Agreement No. 8 on the subject project.

Please contact me if you need further information.

CTK:fr

Att.

cc: H. S. Coulter

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Form 734-3122

# MEMO

November 3, 1981

To: C. T. Keasey
Asst. State Hwy. Engr.

R. L. Gebauer

From: R. L. Gebauer
Final Est. 7

Re: Milwaukie - Gladstone
Contract No. 3737

In reply to verbal instructions from Warren Richards that you requested that I furnish background data regarding Final Estimates basis for acceptance of the asphalt concrete and aggregate quantities on the subject project I offer the following.

The basis for acceptance of the following listed bid item and price agreement quantities was OSHD Material Receipts supported by Cascade Construction Co. scale tickets:

| | |
|---|---|
| B.I. 18, 1"-0 Agg. Base | 13,054.040 Tons |
| B.I. 19, Cl. B AC Mix. | 27,853.171 Tons |
| B.I. 20, Cl. B AC Mix. in Leveling | 6,608.660 Tons |
| P.A. 8, 1"-0 Agg. Base | 137.175 Tons |
| P.A. 3, Cl. B or C AC Mix. | 69.500 Tons |

The B.I. 18, 1"-0 Agg. Base Material Receipts were all written for individual loads of material but were out of order by date in all of the seven Material Receipt books except for book 6A where the Material Receipts were written for daily total quantities but were in order by date.

The B.I. 19, Cl. B AC Mix. and the B.I. 20, Cl. B AC Mix. in Leveling Material Receipts were a mixed bag of individual loads and daily total entries. Of the eight Material Receipt books four were individual load entries, three were mixed individual load and daily total entries and one was daily total entries only. Of the eight books, only three were in order by date.

The P.A. No. 8, 1"-0 Agg. Base and Cl. B or C AC Mix. Material Receipts were all individual load entries and all were in order by date.

Provisions for deletion of the State weigh witness for this project were governed by the Advance Issue of the O.S.H. D. Construction Manual, dated Octover 1977. P.A. No. 3 was written to delete the State weigh witness. The P.A. was dated September 13, 1978 and was approved September 29, 1978. The first daily total ticket is dated November 10, 1978. The first Cascade Construction Co. scale tickets accepted without the benefit of a State weigh witness are dated 7-10-78 for Aggregate, and 7-13-78 for AC Mix..

Note that the Letter of Transmittal for the P.A. No. 3 deletion of the State weigh witness indicates that the P.A. was "written in response to Keasey's letter of August 17, 1978 reference to the advance revised construction manual". Note that the letter was authored by myself and was signed by O. B. Jackmond. A copy of the P.A and the Letter of Transmittal is attached as is a copy of the letter referred to in the P.A. Letter of Transmittal.

Copy to Project

10-26-81

Memo to the file

Re: Contract Finalization Audit
Milwaukie - Gladstone (River Rd.)
Contract No. 8737

Dale Wilken, FHWA Div. Admin., called to advise that it is premature to give serious consideration to coring the project. At this time the Div. office wants to review our basis for arriving at the final pay quantity. If ~~they feel that~~ we can justify federal participation on that basis, then the Div. office would not expect coring to varify the quantities. Told Wilken we would get him the info right away. Roger is starting to gather it today. Warren

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OCT 26 1981
CONSTRUCTION BRANCH

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

[illegible] S.E. [illegible]
Portland, OR 97266

RECEIVED
SEP 29 1978
CONSTRUCTION DIVISION
Keasey
Jackman
Glenn
Church

DATE September 25, 1978

TO Marion Craft
Regional Construction Engineer

FROM H. [illegible] Fillmore
Resident Engineer

SUBJECT Price Agreement No. 3
Milwaukie-Gladstone
Contract No. [illegible]

Enclosed is Price Agreement No. 3 to document deletion of State scale man. This was written in response to Keasey's letter of August 17, 1978 reference to the advance revised construction manual.

This is in a similar format to price agreements submitted for other projects in this area for this item.

Participating

S. RE ME SE
TE RECEIVED RGM
UE [illegible] RSC
SC REGION 1 RBI
TO

XC: C.T. KEASEY [illegible]
APPROVAL RECOMMENDED
Marion Craft

Form 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 17, 1978

O. B. Jackmond

FROM: For C. T. Keasey
Construction Engineer

SUBJECT: Quantity Documentation Procedures

TO: Region Engineers
Resident Engineers

Quantity documentation received since the distribution of the advance issue of the revised Construction Manual has consistently shown a lack of compliance with certain requirements contained within subsection 109.01, Measurement of Quantities.

The most prevalent instances of noncompliance are as listed below:

1. Reference pages 7 and 8. Failure to note reductions from hauling vehicle "approved capacity" on individual Material Receipts or by blanket statement. Documentation of "approved capacity" reductions is necessary to establish the basis for such reductions in the event of dispute and to provide assurance that such reductions are not simply an error in the recording of an "approved capacity".

2. Reference pages 8 and 9. Failure to furnish the written agreement between the State and the contractor when small quantities of bid item material are measured using a documented conversion factor to convert tons to cubic yards or vice versa.

3. Reference pages 9 and 10. Failure to furnish required scale documentation. All scales are subject to this requirement.

4. Reference page 12. Failure to indicate the type of scale used to weigh materials as entered in Weigh Memo books.

5. Reference pages 13, 14 and 18. Failure to furnish the tabulation of tare weights.

6. Reference pages 16, 17 and 18. Failure to document the deletion of the State weigh witness when project quantities exceed the quantities allowed under the "Small Quantity" procedure. Strict adherence to Standard Specification 109.02 must be observed unless deletion of the required State weigh witness is accomplished per instruction.

Prior to issuance of the advance issue of the revised Construction Manual there were certain scales that were tacitly understood to be exempt from the State weigh witness requirement contained within Standard Specification 109.02. Effective with the issuance of the advance issue of the revised Construction Manual that tacit agreement became invalid. There are at present no exceptions to the requirements of Standard Specification 109.02.

7. Reference pages 46, 47 and 49. Failure to furnish asphalt extration test documentation in support of asphalt extraction test percentages entered on the Asphalt Summary.

Please direct all applicable employees under your supervision to become familiar with the instruction contained in subsection 109.01 of the advance issue of the revised Construction Manual so as to minimize instances of noncompliance.

RLG:fr

cc: J. Savage

1-P

Form 81-734-1160 (Rev. 6-73)

OREGON STATE HIGHWAY DIVISION

# Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

| | | | |
|---|---|---|---|
| **Project Name** | Milwaukie-Gladstone | **Date** | September [illegible], 197[illegible] |
| **Highway** | FAU 9671 (S.E. River Road) | **Contract No.** | [illegible] |
| **County** | Clackamas | **Prefix** | [illegible] |
| **Contractor** | Cascade Construction Co. | **F. A. Project No.** | [illegible] |
| **Address** | P.O. Box 4267 Portland, OR 97208 | **Price Agreement No.** | 3 |

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

**Work to be done:**

30301

Use Contractor's electronic weigh scales and printout in lieu of using a State scaleman.

**Locations by station numbers:**

Project

**Names of pay items, estimated quantities and agreed prices:**

Documentation only

**Specifications, basis of measurement and other provisions:** Material receipt shall be issued on the basis of electronic printout cards from scales. Measurement and payment shall remain unchanged. A bonded weighman will be required to operate the scales. The State reserves the right to make checks of weights at the engineers discretion.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

| | |
|---|---|
| Project authorization | $1,211,7[illegible].47 |
| Present estimate of project cost, including $ -0- for work under this order | $1,211,7[illegible] |
| Expected under-run / over-run (amount) | $ - |
| Expected under-run / over-run (per cent) | - |

Space to right of this line is for use of Salem Office

Submitted by: Ass't Resident Engineer

Signed — Contractor

President

Approval Recommended: — Division Engineer

Approval Recommended: — Construction Engineer or Bridge Engineer

DR

10-3-78

Approved: O. B. Jackmond

9-29-78

For Constr.

6

SP*79603-734

8737

m 734-1191 (Rev. 5/77)

**OREGON STATE
HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

**(OR ADVICE OF CASH TRANSACTION)**

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 9-21-81 | CC 81-49 | |

CREDIT DISTRIBUTION

| | |
|---|---|
| 303-1933-297 | $ 3,270.15 |
| 303-1002-297 | 13,291.10 |

**BILL TO:** Code:

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, Oregon 97065
Attn: Winston Kurth
Asst. Director of Environmental Services

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement<br>Federal Aid Urban Project No. M-9671(1)<br>2nd St. (Milwaukie)-Arlington St. (Gladstone)<br>River Road<br>Agreement No. 5763<br>Contract No. 8737 | | | |
| TOTAL PROJECT COST | | | $1,350,481.54 |
| Less Federal Funds | | | 1,150,627.14 |
| Less State Share | | | 95,553.14 |
| County Share | | | 104,301.26 |
| County's Advance Deposit | | | 87,740.00 |
| (Attach Itemized Statement to Invoice) | | | |

Advance Deposit Amount $ 87,740
Advance Deposit Previously Transferred to Highway Fund $ 74,740
Balance $ 13,000
Transfer to Highway Fund $ 13,000
Refund Due $ ----------
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC-1684, CC-1925 & CC-1995

Amount Due $ 16,561.26

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved:
For J. E. Swan

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 9-21-81

COUNTY CLACKAMAS **Contract No.** 8737 **Date Completed** 5-22-79

**PROJECT #** M-9671(1) **Section** 2nd St. (Milwaukie)-Arlington St.(Gladstone)River Rd.

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 76,352.41 |
| Payment to Contractor | | 1,150,301.10 |
| Interest Paid Contractor | | 6.44 |
| Credit for Retainage Adm. Cost | | (7.40) |
| SFO #1 Striping-Clackamas County | | 12,840.64 |
| SFO #5 Temporary Striping-State | | 201.30 |
| SFO #6 Permanent Striping and Signing-State | | 2,650.44 |
| SFO #7 Credit for Adjusting Manholes | | (6,192.00) |
| Construction Engineering | | 113,195.01 |
| Audit Expense | | 363.66 |
| Project Management | | 76.04 |
| Accounting | | 7.40 |
| Training | | 327.44 |
| E.E.O. Monitoring | | 359.06 |
| TOTAL PROJECT COST | | $1,350,481.54 |
| Less Federal Funds: | | |
| Preliminary Engineering | $ 65,428.05 | |
| Construction | 1,085,199.09 | $1,150,627.14 |
| BALANCE | | $ 199,854.40 |
| Less Non-Participating Costs: | | |
| Preliminary Engineering | $ 95.94 | |
| Payment to Contractor | 14,837.74 | |
| Interest Paid Contractor | 6.44 | |
| Credit for Retainage Adm. Cost | (7.40) | |
| SFO #7 Credit for Adjusting Manholes | (6,192.00) | |
| Construction Engineering | 676.14 | |
| Accounting | 7.40 | $ 9,424.26 |
| AMOUNT TO BE SHARED BY STATE & COUNTY | | $ 190,430.14 |

State Share: 50% of ($190,430.14 + $676.14) = $95.553.14

County Share: 50% of $190,430.14 + ($9,424.26 - $\frac{\$676.14}{2}$) = $104,301.26

**Reference: Billing Form** CC 81-49

FORM 734-1745

.8737

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-16-81

# VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ST VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER PERIOD FROM 10-16-75 TO 7-3-80

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-9671(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| PE | $ 76,362.41 | $ 76,256.47 | 85.80% | $ 65,428.05 | $ 65,428.05 | $ 0.00 |
| GRB | 17,721.76 | 17,721.76 | 85.80% | 15,205.27 | 15,205.27 | 0.00 |
| | 1,266,382.19 | 1,247,079.05 | 85.80% | 1,069,993.82 | 1,069,993.82 | 0.00 |
| | $1,360,466.36 | $1,341,057.28 | 85.80% | $1,150,627.14 | $1,150,627.14 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 4/16/81

PASSED FOR PAYMENT
BY V.E. Skoog, Controller DATE

REMARKS

303-1933
303-1002

$ 0.00

FORM PR-20A
(Rev. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Milwaukie-Gladstone Section<br>FAU 9671 (S.E. River Road)<br>Clackamas County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | | All Required | | $ 76,256.47 | |
| | Construction | | | | | |
| | Type Code 6201 (Roadway (Sta. 50+00 To Sta. 286+52.96)) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 1,135,463.36 | |
| SFO | #1 Clackamas County-Striping | | All Required | | 12,840.64 | |
| SFO | #5 Temporary Striping (State) | | All Required | | 201.30 | |
| SFO | #6 Permanent Striping & Signing (State) | | All Required | | 2,650.44 | |
| | Total Participating Construction Costs | | | | $1,151,155.74 | |
| | Construction Engineering | | | | | |
| | State | | All Required | | 112,922.35 | |
| | Misc. Project Costs | | | | | |
| | Equal Opportunity Program Expense | | All Required | | 359.06 | |
| | Audit by Highway Accounting | | All Required | | 363.66 | |
| | Total Misc. Participating Project Cost | | | | $ 722.72 | |
| | Total Participating Cost | | | | $1,341,057.28 | |
| | Nonparticipating Items | | | | | |
| | Preliminary Engineering | | All Required | | 95.94 | |
| | Final Contract Payment Summary | | Lump Sum | | 14,837.74 | |
| | Interest Paid to Contractor | | All Required | | 6.44 | |
| SFO | #7 Credit for Adjusting Manholes | | | | (6,192.00) | |
| | Construction Engineering | | All Required | | 650.96 | |
| | Total Nonparticipating Costs | | | | $ 9,399.08 | |
| | Total Costs | | | | $1,350,456.36 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 4/23/81. | | | | | |
| | AMOUNT CARRIED FORWARD . | | | | | |

```
                                           ** JOB TOTALS **           **          32.2

  2ND ST-ARLINGTON ST          CONT NO        * FA PROJ NOS M   671001 100
                                303     1933      296       00 M 9                1,936.0
                                303     1933      297       00 M 9
                                303     1933      298       00 M 9                1,936.0
                                303     1933      411       00 P 1                   91.0
                                303     1933      901       00 P 1                   91.0
                                303     1933      901       00 M 1
                                303     1933      902       00 P 1
                                303     1933      903       00 P 1                  182.9
                                303     1933      905       00 P 1                   99.9
                                303     1933      906       00 P 1
                                303     1933      909       00 P 1
                                303     1933      910       00 P 1
                                303     1933      911       00 P 1
                                303     1933      914       00 P 1                  166.3
                                303     1933      920       00 P 1                   24.9
                                303     1933      921       00 P 1
                                303     1933      923       00 P 1
                                303     1933      924       00 P 1
                                303     1933      950       00 P 1
                                                  TOT       P1                      473.
                                                  TOT       M1
                                           ** JOB TOTALS **           **          471.2

  PTC [illegible] @ 17TH AVE    CONT NO         FA PROJ NOS RRS 761001 100
                                303     1936      295       00 M 9
                                303     1936      296       00 M 9
                                303     1936      905       00 P 1
                                303     1936      910       00 P 1
                                                  TOT       P1
                                           ** JOB TOTALS **           **

             [illegible]        CONT NO         FA PROJ NOS M   653001 100
                                303     1938      296       00 M 9


  TOTAL TO DATE JOB COST SUMMARY                                                  JUNE 1981
                                                                                     FISCAL
  DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DAT
                                303     1938      297       00 M 9
                                303     1938      298       00 M 9
                                303     1938      901       00 P 1
                                303     1938      901       00 M 1
                                303     1938      903       00 P 1
                                303     1938      905       00 P 1
                                303     1938      907       00 P 1
                                303     1938      909       00 P 1
```

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                  ** JOB TOTALS **                    **          32.20CR**        796.13   **

                                                                                              STATE
      CONT NO            * FA PROJ NOS M   671001 100
          303      1933      296       00 M 9                          1.936.05CR     67.668.05CR
          303      1933      297       00 M 9                                          2.240.00
          303      1933      298       00 M 9                          1.936.05       66.428.05
          303      1933      411       00 P 1                             91.02CR
          303      1933      901       00 P 1                             91.02       51.559.28
          303      1933      901       00 M 1                                              95.94
          303      1933      902       00 P 1                                           1.152.00
          303      1933      903       00 P 1                            182.96CR
          303      1933      905       00 P 1                             99.92CR     10.951.60
          303      1933      906       00 P 1                                              30.66
          303      1933      909       00 P 1                                             742.28
          303      1933      910       00 P 1                                           5.206.89
          303      1933      911       00 P 1                                             113.84
          303      1933      914       00 P 1                            165.39CR      3.366.52
          303      1933      920       00 P 1                             24.98CR         87.75
          303      1933      921       00 P 1                                           2.638.39
          303      1933      923       00 P 1                                             173.20
          303      1933      924       00 P 1                                             151.44
          303      1933      950       00 P 1                                              82.62
                             TOT       P1                              473.25CR     76.256.47
                             TOT       M1                                              95.94
                  ** JOB TOTALS **                    **           473.25CR**     76.352.41 **

                                                                                              STATE
       CONT NO             FA PROJ NOS RRS 761001 100
          303      1936      295       00 M 9                                         140.84
          303      1936      296       00 M 9                                         140.84CR
          303      1936      905       00 P 1                                          71.39
          303      1936      910       00 P 1                                          51.06
                             TOT       P1                                             122.45
                  ** JOB TOTALS **                    **              **              122.45   **

                                                                                              STATE
[illegible] CONT NO        FA PROJ NOS M   653001 100                               39.530.08CR
          303      1938      296       00 M 9



                                                        JUNE 1981          PAGE  770
UMMARY
                                                          FISCAL           GRAND TOTAL
EPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH  YEAR TO DATE       TO DATE
          303      1938      297       00 M 9                                  850.00
          303      1938      298       00 M 9                               38.[illegible].00
          303      1938      901       00 P 1                               24.620.77
          303      1938      901       00 M 1                                  117.[illegible]
          303      1938      903       00 P 1                                2.[illegible].78
          303      1938      905       00 P 1                                6.967.44
          303      1938      907       00 P 1                                   12.56
          303      1938      909       00 P 1                                   [illegible]
```

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                                          ** JOB TOTALS **                  **          16.46   **

MILW-GLADSTONE SE RIV RD       CONT NO 8737 * FA PROJ NOS M    671001 100                            M
                                 303     1002      201        00 P 1 Cont. Pay                       1.
                                 303     1002      201        00 P 8   "    "
                                 303     1002      201        00 N 1   "    "
                                 303     1002      206        00 N 1 Interest
                                 303     1002      208        00 N 1 RETAINAGE
                                 303     1002      270        01 P 1 —                    12,918.25CR
                                 303     1002      270        01 P 8 SFO*1                12,840.64
                                 303     1002      270        05 P 1  " *5
                                 303     1002      270        06 P 1  " *6
                                 303     1002      291        04 N 1  " *7
                                 303     1002      296        00 N 9 Tr. St.                  825.11CR   1.
                                 303     1002      297        00 N 9  " Co.
                                 303     1002      298        00 N 9  " Fed.                  825.11     1.
                                 303     1002      900        00 P 1 Engr.                    161.91
                                 303     1002      900        00 N 1  "
                                 303     1002      915        00 P 1  Audit                   332.60
                                 303     1002      920        00 P 1 Proj. Mgmt.



TOTAL TO DATE JOB COST SUMMARY                                                   JUNE 1981       P
                                                                                   FISCAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE  G
                                 303     1002      927        00 N 1 Retainage
                                 303     1002      928        00 N 1 Acctng.
                                 303     1002      948        00 P 1 —        25.18CR
                                 303     1002      948        00 N 1 Const. Engr. 25.18        25.18
                                 303     1002      950        00 P 1 Training
                                 303     1002      985        00 P 1 EEO
                                                   TOT        P1              25.18CR   12,423.74CR   1.
                                                   TOT        P8                        12,840.64
                                                   TOT        N1              25.18          25.18
                                          ** JOB TOTALS **                  **          442.68   **   1.

               001649000063081 CONT NO 8755   FA PROJ NOS OS  302001 100
                                 303     1003      201        00 P 1
                                 303     1003      295        00 N 9                     2,438.90
                                 303     1003      296        00 N 9                     2,388.66CR
                                 303     1003      298        00 N 9                        50.24CR
                                 303     1003      900        00 P 1                        36.62CR
                                 303     1003      900        00 N 1           1.12CR       44.80
                                 303     1003      920        00 P 1                         7.75CR
                                 303     1003      985        00 P 1                        34.16CR
                                 303     1003      985        00 N 1            .08CR       29.92
                                                   TOT        P1                            78.53CR
                                                   TOT        N1               1.20CR       74.72
                                          ** JOB TOTALS **                     1.20CR**      3.81CR**
```

** JOB TOTALS ** ** 16.46 ** 16.46 **

NO 8737 * FA PROJ NOS M 671001 100 M 671001 STATE

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 03 | 1002 | 201 | 00 | P 1 | Cont. Pay | | | 1,130,582.24 | 78 | 79 |
| 03 | 1002 | 201 | 00 | P 8 | " " | | | 4,881.12 | 79 | 79 |
| 03 | 1002 | 201 | 00 | N 1 | " " | | | 14,837.74 | 78 | 79 |
| 03 | 1002 | 206 | 00 | N 1 | Interest | | | 6.44 | 79 | 79 |
| 303 | 1002 | 208 | 00 | N 1 | RETAINAGE | | | 33.95CR | 79 | 79 |
| 303 | 1002 | 270 | 01 | P 1 | — | | 12,918.25CR | | 79 | 81 |
| 303 | 1002 | 270 | 01 | P 8 | SFO*1 | | 12,840.64 | 12,840.64 | 81 | 81 |
| 303 | 1002 | 270 | 05 | P 1 | " *5 | | | 201.30 | 79 | 79 |
| 303 | 1002 | 270 | 06 | P 1 | " *6 | | | 2,650.44 | 79 | 80 |
| 303 | 1002 | 291 | 04 | N 1 | " *7 | | | 6,192.00CR | 80 | 80 |
| 303 | 1002 | 296 | 00 | N 9 | Tr. St. | | 825.11CR | 1,157,699.09CR | 78 | 81 |
| 303 | 1002 | 297 | 00 | N 9 | " Co. | | | 72,500.00 | 79 | 79 |
| 03 | 1002 | 298 | 00 | N 9 | " Fed. | | 825.11 | 1,085,199.09 | 78 | 81 |
| 303 | 1002 | 900 | 00 | P 1 | Engr. | | 161.91 | 112,518.87 | 78 | 81 |
| 303 | 1002 | 900 | 00 | N 1 | " | | | 650.96 | 78 | 80 |
| 303 | 1002 | 915 | 00 | P 1 | Audit | | 332.60 | 363.66 | 79 | 80 |
| 303 | 1002 | 920 | 00 | P 1 | Proj. Mgmt. | | | 76.04 | 78 | 79 |

| | PREFIX | FUNCTION | | GR | | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | END |
|---|---|---|---|---|---|---|---|---|---|---|
| 303 | 1002 | 927 | 00 | N 1 | Retainage | | | 26.55 | 78 | 79 |
| 303 | 1002 | 928 | 00 | N 1 | Acctng. | | | 7.40 | 79 | 79 |
| 303 | 1002 | 948 | 00 | P 1 | — | 25.18CR | | | 81 | 81 |
| 303 | 1003 | 948 | 00 | N 1 | Const Engr. | 25.18 | 25.18 | 25.18 | 81 | 81 |
| 303 | 1002 | 950 | 00 | P 1 | Training | | | 327.44 | 78 | 79 |
| 303 | 1002 | 985 | 00 | P 1 | EEO | | | 359.06 | 78 | 79 |
| | | TOT | P1 | | | 25.18CR | 12,423.74CR | 1,247,079.05 | | |
| | | TOT | P8 | | | | 12,840.64 | 17,721.76 | | |
| | | TOT | N1 | | | 25.18 | 25.18 | 9,328.32 | | |
| | | ** JOB TOTALS ** | | | | ** | 442.08 ** | 1,274,129.13 ** | | |

NO 8755 FA PROJ NOS OS 302001 100 STATE

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 303 | 1003 | 201 | 00 | P 1 | | | 53,620.44 | 78 | 78 |
| 303 | 1003 | 295 | 00 | N 9 | | 2,438.90 | 8,538.90 | 78 | 81 |
| 303 | 1003 | 296 | 00 | N 9 | | 2,388.66CR | 57,484.43CR | 78 | 81 |
| 303 | 1003 | 298 | 00 | N 9 | | 50.24CR | 48,945.53 | 78 | 80 |
| 303 | 1003 | 900 | 00 | P 1 | | 36.62CR | 3,425.63 | 78 | 81 |
| 303 | 1003 | 900 | 00 | N 1 | 1.12CR | 44.80 | 407.24 | 78 | 81 |
| 303 | 1003 | 920 | 00 | P 1 | | 7.75CR | | 78 | 80 |
| 303 | 1003 | 985 | 00 | P 1 | | 34.16CR | | 78 | 81 |
| 303 | 1003 | 985 | 00 | N 1 | .08CR | 29.92 | 29.92 | 80 | 81 |
| | | TOT | P1 | | | 78.53CR | 57,046.07 | | |
| | | TOT | N1 | | 1.20CR | 74.72 | 437.16 | | |
| | | ** JOB TOTALS ** | | | 1.20CR** | 3.81CR** | 57,483.23 ** | | |

#8737

STATE COPY

☆U. OVERNMENT PRINTING OFFICE: 1974 — 732 - 020

6-27-80

L

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>6 | COUNTY<br>Clackamas | DIVISION<br>Oregon |
| DATE OF REPORT<br>6-27-80 | REPORT MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>M-9671(1) |
| COMPLETION DATE<br>5-22-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>10-29-79 | TIME ELAPSED<br>243 C.W.D.<br>110 % | CONTRACT TIME<br>220 C.W.D. |
| APPROVED EXTENSIONS<br>23 C.W.D. | LOCATION<br>County Road, Jct. SR 99E (Milwaukie), SE. 5.3 miles | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MILWAUKIE-GLADSTONE SECTION
RIVER ROAD
Grading & Paving

This project provided for the work necessary to widen an existing facility to provide two 12-foot travel lanes with 8-foot shoulders and a pedestrian/bikeway. A contract in the amount of $1,041,340.80 was awarded Cascade Construction Co., Portland, Oregon, on June 13, 1978. Work began on July 10, 1978 and was completed in reasonably close conformance with the approved plans and specifications on May 22, 1979 at a final cost of $1,246,445.20 which includes $1,111,468.16 for bid item work; $46,477.04 for contingencies and anticipated work; and $88,500 for engineering.

It was noted during a field review on June 26, 1980 that adequate signing to guide bicyclists between the two bicycle paths that were discussed in the final inspection report has been installed. However, it was also noted that the parking restriction signs along the shoulder of this project had not been provided as recommended.

The guardrail installations discussed in the final inspection report were also reviewed and found to be adequate for the purpose intended.

RECEIVED
STATE HWY ENGR
JUL -7 '80
REFER TO [illegible]
FOR
Info
Inves
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>Original signed by W. N. Bryant<br>Area Engineer W. N. Bryant | | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>7/3/80 | TITLE<br>Field Operations Engineer | DATE<br>7/3/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8737

# ORDER FOR FORCE WORK
## STATE COPY

ORDER No. 7

## OREGON DEPARTMENT OF TRANSPORTATION
## HIGHWAY DIVISION

WORK TO BE DONE BY Oak Lodge Sanitary District CONTRACT No. 8737
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Milwaukie-Gladstone DATE April 1, 19 80

HIGHWAY FAU 9671 (S.E. River Rd.) FAP No. M-9671(1)

COUNTY Clackamas PREFIX 303-1002 FUNCTION 270-07

**DESCRIPTION OF WORK TO BE DONE:**

Replace part of the steel manhole adjustment rings with concrete, and seal any leaking rings.

**LOCATION BY STATION NUMBERS:**

Throughout project-Station 50+50 to Station 286+52.

**ESTIMATE OF QUANTITIES & COSTS:**

| | |
|---|---|
| Labor | $ 600.00 |
| Materials | 400.00 |
| Equipment | 200.00 |
| | $1,200.00 |

Approval Not Recommended as of 4-14-80

**EXPLANATION:** Oak Lodge Sanitary District will not accept several of the manholes as constructed, even though we feel they were built to project specifications. They will do the repairs with their own forces, to their satisfaction.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

**CONTRACT PROJECTS AND MISC:** Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

**TITLE II PROJECTS NOT UNDER CONTRACT:** Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

**CONTRACT PROJECTS ONLY:**

Project Authorization . . . . . . . . $ 1,211,783.40

Present estimate of costs including work under this Force Order . . . . . . $ 1,260,105.22

Estimated Overrun ~~Underrun~~ Amount . . . . . . $ 48,321.82

Estimated Overrun ~~Underrun~~ Percent 4.0

SUBMITTED BY: Charl Lobaugh

TITLE: Charles Lobaugh- Resident Engineer

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Region Engineer

APPROVED: Construction or Traffic Engineer

4-14-80

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

#8737

CON 5
#8737

October 31, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8737 awarded to Cascade Construction Company, Inc., for work on the Milwaukie-Gladstone Section of the S.E. River Road in Clackamas County was completed on May 22, 1979, and accepted by the State Highway Engineer on October 29, 1979.

Final payment in the amount of $568.04 will be released to the contractor after November 5, 1979. The total contract amount is $1,130,908.24 including $19,392.86 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Reger, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8737

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

September 26, 1979

NOTED
H. S. COULTER

Cascade Construction Company, Inc.
Post Office Box 4267
Portland, OR 97208

Gentlemen:

Re: Time Extension Request
Milwaukie-Gladstone Section
Contract No. 8737

Your request for an extension of contract time on the above project has been considered. An additional 23 calendar workdays is granted due to work added to the project and the cement shortage.

This will eliminate all liquidated damages on this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter \
Ed Hardt
H. M. Fillmore
Robert Church

RECEIVED
STATE HWY ENGR
SEP 27 '79
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction
DEPT.

378-6318
TELEPHONE

FILE: CON 5 #8737

TO: MEMO TO FILE

DATE: September 26, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Milwaukie-Gladstone Section
FAP No. M-9671(1)
Contract No. 8737

Cascade Construction Company, Inc. has requested a time extension of 23 calendar workdays. The contractor claims delays of 66 calendar workdays due to utility conflicts, a cement shortage, and additional work. Contract times and dates are as follows:

| | |
|---|---|
| Contract awarded | June 13, 1978 |
| Field work started | July 10, 1978 |
| Field work completed | May 22, 1979 |
| Time specified | 220 calendar workdays |
| Time used | 243 calendar workdays |

The contractor claims a 14 calendar workday delay due to utility conflicts. While the cooperation of P.N.B. and P.G.E. was less than desired, the contractor was able to work around the utility conflicts and the project was not delayed. Therefore, no additional time should be granted due to utility conflicts.

The contractor claims a delay of 22 calendar workdays due to added work covered by 12 change orders issued. The Resident Engineer's analysis indicates that 21 additional calendar workdays were required to perform the work added by these change orders. This time should be granted.

The contractor claims a delay of 30 calendar workdays resulted from a shortage of cement during the fall of 1978. There was a bona fide shortage of cement in this area during the fall of 1978. While it is difficult to determine the actual delay to this project, the Resident Engineer states that the project was delayed at least 30 calendar workdays, in his opinion, by the cement shortage. This time should be returned to the contractor.

In summary, this project overran contract time by 23 calendar workdays. Added work justifies granting 21 calendar workdays and the cement shortage justifies granting the additional time necessary to eliminate all liquidated damages on this contract.

OBJ:fr
cc: H. S. Coulter (w/att.)
Ed Hardt
H. M. Fillmore
FHWA
Ted Inloes (w/att.)

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 21, 1979

FILE:

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: MILWAUKIE-GLADSTONE (RIVER RD.)
Contract No. 8737
Time Extension Request

TO: BRYANT JACKMOND
Contract Administration Engineer

Attached is a time extension request from the contractor and Mort Fillmore's letter of explanation and his recommendation. The contractor's request is based on utility hindrance (14 days); extra work (16 days); price agreement work (6 days); and days lost due to concrete shortage (30 days), for what the contractor believes is a justifiable request of 66 days.

Mort has analyzed the contractor's request and recommends no days due to utility hindrance; 15 days due to the extra work; 6 days due to price agreement work; and acknowledges that in his opinion the project was held up at least 30 days due to the cement shortage in the late summer and fall of 1978. This amounts to 51 days that Mort Believes he can justify.

I think Mort's analysis of the time that could be justified to be returned due to the added extra work and the price agreements is valid, which amounts to 21 days. The effect on the overall completion of the job due to the cement shortage is difficult to quantify; however, I believe Goldie Gentle's letter accurately depicts the situation from his point of view, and at that time. There was a bona fide cement shortage, and there were certain portions of the concrete work that had to be built in somewhat of a predictable sequence, and therefore, the inability to get cement, or concrete, on a timely or predictable basis undoubtedly delayed the job.

I think there is ample justification for granting the 23 days the contract overran, and recommend granting the 23 days requested.

MC/gw

Attachment

cc: Mort Fillmore

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
RECEIVED
SEP 24 1979
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

2ND Notice = 5-22-79
3rd Notice = 9-7-79

FORM 81-734-3030

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UE SEP 5 1979 RSC
FILE:
SO REGION I RBI
TO

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
3700 S.E. 92nd St.
Portland, OR 97266
September 4, 1979

FROM: H.M. Fillmore
Resident Engineer HMF

TO: Marion Craft
Region Construction Engineer

SUBJECT: Request for Extension of Time
Milwaukie - Gladstone
Contract No. 8737

Herewith request for extension of time with supporting data for the above contract which overran contract time 23 days. The contractors work in dollars overran 10% so based on this fact alone an extension of time of 22 days is justified.

My recommendations in order listed in the contractor's recopitulation are as follows:

1. Delay to job caused by utilities. While the lack of cooperation by P.N. Bell Co. and P.G.E. was exasperating, I do not believe any time was lost by the contractor due to this fact. We worked around the conflicting poles.
2. E.W.O.'s- I have shown my recommendation on the contractors detail sheet. I feel that 15 days time was consumed by extra work orders.
3. Price Agreements- I feel the contractor is entitled to 6 days extra time for completing the P.A.'s on the job as he has detailed.
4. Concrete Shortage- Enclosed is a letter from concrete subcontractor Goldie Gentle to Cascade outlining his problems in getting concrete last fall due to the cement shortage. It is hard to assess the number of days the project was delayed due to inability to get the concrete work done. However it appears to me the project was held up more than 30 days requested by the contractor. The project called for retaining walls at 3 locations at about the one-third points thru the job. Also, ther was 750 lineal feet of curb with sidewalk in selected areas through the 5 mile project. By December 1978 only 2 of the 6 retaining walls were poured and about one-third of the curbs and walks, whereas all of the concrete work on the job could have been done by October 1st, I believe, if Gentle had been on the job and had been able to get concrete as needed. Therefore I feel the 30 days requested due to shortage of cement is justified.

**Cascade Construction Company, Inc.**

General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE [illegible]

Equal Opportunity Employer

August 29, 1979

Oregon State Highway Division
H. M. Fillmore, Res. Eng.
3700 S. E. 92nd Avenue
Portland, Oregon 97266

RECEIVED
AUG 30 1979
RESIDENT ENGR.
H. M. FILLMORE

RE: OSHD 8737 River Road

Gentlemen:

Detail for request of extension of time:

1. We were hindered from pursuing our work in an orderly manner due to conflict with P.G.E. and N. W. Bell poles in the construction area. The last pole was moved out of our way in April 1979. The actual dates and time of delay caused by this interference of our work is difficult to determine, since we did move to other areas when possible. However, we estimate that we were delayed for two weeks or 14 days.

2. There were 12 extra work orders on this project of which 8 had an effect on the job progress. According to our records there are 21 days involved, as detailed below, for the 8 EWO's, with some EWO's being worked on during the same day. There are 8 days of duplication leaving a total of 16 days of delay.

| | EWO | DESCRIPTION | DATES INVOLVED |
|---|---|---|---|
| 8 | 3 | Excavate and backfill unstable roadbed | 1978 October 5, 10, 13 & 17<br>November 1<br>1979 February 27<br>May 3 & 18 |
| 2 | 4 | Repair and reconnect sewer connections | 1979 May 1 and 2 |
| 0 | 5 | Seed and Mulch for erosion control | 1979 May 16, 17 & 18 |
| 1 | 7 | Reconnect property owners drainage system | 1979 May 16, 17 & 18 |
| 1 | 8 | Remove driveways, curbs | 1979 April 16 & 18 |
| 1/2 | 9 | Remove and dispose of curb radius | 1979 April 4, 9 & 16 |
| 2 | 10 | Taper drainage curbs | 1979 May 17 & 18 |
| 1/2 | 12 | 6" perforated pipe | 1979 April 16 |
| 15 days | | | Total Days 21 |
| | | | Duplicate Days 8 |
| | | | Days delay 16 |

HMF

OREGON C U P (Cleaning Up Pollution AWARD — 1974 1975, 1976
CASCADE CONSTRUCTION CO INC has been named the recipient of the Oregon C U P
Award for outstanding achievement in protecting the environment

3. Out of the six Price Agreements on the project four affected the work as detailed below:

| Price Agreement No. | Description | Days Required to Perform the Work | |
|---|---|---|---|
| 4 | 6" Perforated Pipe | 1 Day | |
| 6 | 1"-0 Drain Rock | 1 Day | |
| 7 | Drainage Curbs | 2 Days | |
| 8 | Construct additional Bike Path | 2 Days | |
| | | 6 Days | [illegible] |

4. Concrete shortage as detailed on attached letter — 30 Days [illegible]

Recapitulation of time extension request: [illegible]

| | | | |
|---|---|---|---|
| 1. | Utility Hindrance | 14 Days | [illegible] |
| 2. | EWO's | 16 DAys | 15 |
| 3. | Price Agreements | 6 Days | 6 |
| 4. | Concrete shortage | 30 Days | 30 |
| | | 66 Days | 51 |

We have been assessed liquidated damages for 23 days and trust the above detail is sufficient to waive these damages.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

C. E. Idlewine
President

CEI:mk

cc: 8-59

Goldie Gentle
CONSTRUCTION, INC.
5241 N. E. 89th Ave.
PORTLAND, OREGON 97220
255-0718

November 30, 1978

CASCADE CONSTRUCTION CO.
P. O. Box 4267
Portland, Oregon 97208

Re: Contract 8737 Milwaukie/Gladstone Section (River Road)
Concrete Shortage

Dear Sir,

I am going to describe to you why the concrete shortage has affected us and has caused a very large loss of time. This shortage affected us sometime in the middle of September and has carried through to the present time.

The shortage affected us in such a way that we were limited to a maximum of three Readymix trucks per day for all of our projects. With the amount of work that we have, we were in need of at least five or six trucks per day and sometimes more than that. It limited us to working (pouring) on one or two projects at any given time. If we were pouring sidewalks or other projects that required the three trucks, it limited us to working on only one project at a time. Also there were two days, November 3, 1978 and November 10, 1978 when the concrete plants in the Portland Area were shut down completely.

We could go even further & prove, if needed, that we previously had & still have so much work in progress that it makes it impossible to complete on schedule or make the necessary progress needed on our projects, with the amount of concrete available to us, due to the cement shortage.

Very Truly Yours

GOLDIE GENTLE CONSTRUCTION INC.

by William A. Gentle
William A. Gentle
Vice President

8737

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Milwaukie-Gladstone

WEEK ENDING: August 24, 1979

SECTION PREFIX: 303-1002

HIGHWAY: FAU 9671 (S.E. River Rd.)

COUNTY: Clackamas

NAME OF JOB: Milwaukie-Gladstone

KIND OF WORK: Grading and Paving

CONTRACTOR: Cascade Construction Co.

CONTRACT NUMBER: 8737

FEDERAL AID PROJECT NUMBER: M-9671 (1)

DATE OF CONTRACT: June 13, 1978

DATE WORK STARTED: July 8, 1978

ESTIMATED COMPLETION DATE: May 22, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED: 243

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 110

PROJECT AUTHORIZATION: $1,211,783.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $1,125,612.14

ENGINEERING AUTHORIZATION: $86,171.26

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: INC. ENG. 103.7

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,165,521.70

ENGINEERING COST TO DATE: $88,300.00

DATE PROJECT WAS COMPLETED: May 22, 1979

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 3.5%

PERCENT OF AUTHORIZATION: 102%

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 4.48 | 4.48 | | | 4.48 |
| MILES PARTIALLY COMPLETED | 4.48 | 4.48 | | | 4.48 |
| MILES COMPLETED | 4.48 | 4.48 | | | 4.48 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 9,620 | 11,340 | | | 29,300 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 10,245 | 13,054 | | | 34,346 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 10,245 | 13,054 | | | 34,346 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 19 | Showers | 0 | | |
| MONDAY | 20 | Cloudy | 0 | | |
| TUESDAY | 21 | Cloudy | 0 | | |
| WEDNESDAY | 22 | Cloudy | 0 | | |
| THURSDAY | 23 | Showers | 0 | | |
| FRIDAY | 24 | Fair | 0 | | |
| SATURDAY | 18 | Showers | 0 | | |

RECEIVED
AUG 27 1979
CONSTRUCTION BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 19 | NO ACTIVITY |
| MONDAY 20 | " |
| TUESDAY 21 | " |
| WEDNESDAY 22 | " |
| THURSDAY 23 | " |
| FRIDAY 24 | " |
| SATURDAY 18 | " |

## REMARKS

SIGNED ______________________ LOCATION ______

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#131

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—625-355

STATE COPY

cc: State (H. S. Coulter,

8-24-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>5 | COUNTY<br>Clackamas | DIVISION<br>Oregon |
| IN COMPANY WITH<br>Marion Craft, Region Construction Engingeer | | | |
| DATE OF INSPECTION<br>8-22-79<br>8-24-79 | INSPECTION MADE BY<br>Vincent Tabor, Assistant Area Engineer | | PROJECT NO.<br>M-9671(1) |
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>See below | TIME ELAPSED<br>110 % | WORK COMPLETED<br>100 % |

### MILWAUKIE-GLADSTONE SECTION (RIVER RD.)
### Grading and Paving

This inspection consisted of a field review of the completed work on August 22, and a records review at the resident engineer's office two days later.

Field Review

1. Bikeway delineation has been completed and consists of white raised buttons between the 6-8 foot shoulder and the travel lanes. I noted that at several locations parked vehicles obstructed the bikeway area forcing cyclists onto the roadway. The bikepath extension approved under P.A. #8 between the sewage treatment plant and Jefferson Street is complete, but lacks signing. There is no clear connection between the River Road bikepath and this segment.

2. The guardrail sections along retaining walls at stations 155+00 and 210+70 are not considered as a rigid barrier system because of post spacing, type of post, and rub-rail section. Some upgrading work is necessary before project acceptance.

Office Review

1. A total of 34,354 tons of "B" mix AC was utilized for leveling, base, and surface courses. Approximately 12,700 tons top course were placed with one of 25 tests failing gradation on passing the ¼" and #10 sieves. Asphalt content met the 4.9 and 5.0 ± 0.5 percent mix design and lay down temperature ranged between 275 and 385°F. Compaction results all exceeded the 92 percent relative maximum for all courses and ranged from 92.4 to 95.8 percent. Base and leveling courses were represented by 50 gradation and extraction tests. Six tests failed on the ¼" and ½" sieves with asphalt content all within the 5.4 ± 0.5 percent design. Lay down temperature ranged from 270 to 290°F.

2. Lab test results for aggregate in PCC curbs and sidewalks were all passing. Seven-day breaks ranged from 2700 to 3410 psi, and the 28-day breaks were all in excess of 4400 psi compressive strength. Air content

(continued)

Final Inspection (cont.)
M-9671(1)

ranged from 3.3 to 5.2 and the water-cement ratio at 0.43 and 0.59 for the mix. Cement met laboratory testing requirements and was received from three separate sources. The slump varied from 3 to 4 inches. Concrete haul tickets are attached to the individual FIR's and are cross-referenced to the daily inspection report summary for location identification.

3. A review was made for documentation and payment of 12" culvert pipe. It was noted that appropriate pipe certifications, lab test reports, and FIR's were on file to justify acceptance of this material. Individual sketches, trench excavation notes, etc., are included in the bid item books.

## Recommendations and Conclusions

1. It is recommended that the bikeway be signed to restrict parking along those sections where shoulder widths are minimal. This would help provide a safe distance between passing vehicles and the cyclist.

   There is presently no signing to guide bicyclists onto the newly-constructed section at Jefferson Avenue and through the sewage treatment park to River Road. I understand these two segments will be connected as part of an overall bikeway plan. I do recommend that written assurance be received from the public agency regarding the proposed connection as justification for costs incurred under price agreement #8.

2. The guardrail has been installed in accordance with the plans and will be accepted. However, it is recommended that a review be accomplished to determine whether the system will function properly as rigid barrier with the present 6'-3" wood post spacing.

3. Contract acceptance is recommended. The previous comments can be satisfied before project acceptance.

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STATE HWY ENGR
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8737 STATE COPY 2

**TO BE COMPLETED BY FHWA**
MONTHLY TRANSACTION NUMBER
8-103
PROJECT REPORT NUMBER

MODIFICATION NUMBER
4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-15-79

Form Approved; O M B No. 04-R2089
State
Oregon
County
Clackamas
Project Number
M-9671(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on December 27, 1976,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,307,935.00 | $ 1,344,000.00 |
| Federal funds | $ 1,122,207.00 | $ 1,152,770.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of August, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

56717

Gen File

Oregon State Highway Division
Salem, Oregon, July 31, 1979

Federal Aid Project
No. M-9671(1)

Milwaukie-Gladstone Section
FAU 9671 (SE River Road)
Clackamas County

Revised Project Agreement

| | | | |
|---|---|---|---|
| Type Code PE<br>Preliminary Engineering | All Required | | $ 74,000.00 |
| Type Code 6201<br>Roadway (Sta. 50+00 to Sta. 286+52.96)<br>Subtotal of previous estimate of June 13, 1978 | | | $ 1,080,500.80 |
| | Less credit due adjusting manholes | | 8,640.00 |
| | | | $ 1,071,860.80 |
| Previous Estimate | | | |
| Flagman | 1,000 Hr. | 1.00 | $ 1,000.00 |
| Class "B" Asphalt Concrete Mixture | 25,300 Ton | 11.00 | 278,300.00 |
| 12" Sewer Pipe | 4,550 Lin.Ft. | 7.10 | 32,305.00 |
| | | | $ 311,605.00 |
| Revised Estimate | | | |
| Flagman | 2,339 Hr. | 1.00 | $ 2,339.00 |
| Class "B" Asphalt Concrete Mixture | 28,000 Ton | 11.00 | 308,000.00 |
| 12" Sewer Pipe | 5,500 Lin.Ft. | 7.10 | 39,050.00 |
| | | | $ 349,338.00 |
| | | Increase | $ 37,333.00 |
| | | Subtotal | 1,109,193.80 |
| | | Engineering | 160,806.20 |
| | | Total | $ 1,270,000.00 |

Length of Project - - - - - - - 4.498 miles
Cost of Roadway Per Mile - - - $ 282,347.71

Work Retained in Program Status (Not included in amounts below)

| | | |
|---|---|---|
| Bikeway Construction | All Required | $ 8,000.00 |

Oregon State Highway Division
Salem, Oregon, July 31, 1979

Federal Aid Project
No. M-9671(1)

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 74,000.00 | $ 63,492.00 | $ 5,254.00 | $ 5,254.00 |
| Roadway | 1,270,000.00 | 1,089,278.00 | 75,250.00 | 75,250.00 |
| Total | $1,344,000.00 | $1,152,770.00 | $80,504.00 | $ 80,504.00 |

Group 1 - 100%
Contract No. 8737
Prefix 303-1002
Prefix 303-1933

Milwaukie-Gladstone Section

Non-participating - State Work

| | | | |
|---|---|---|---|
| Setting Mail Box Posts | 180 Each | 35.00 | $ 6,300.00 |
| Furnish Mail Box Posts | 90 Each | 20.00 | 1,800.00 |

8737

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>12-109 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Clackamas |
| MODIFICATION NUMBER<br>3 | 12-1-78 | Project Number<br>M-9671(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 27, 1976, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,246,747 | $ 1,307,935 |
| Federal funds | $ 1,069,707 | $ 1,122,207 |
| Other revisions | | |

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of December, 1978.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

~~By~~XXX For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon November 24, 1978

Federal Aid Project
No. M-9671(1)

MILWAUKIE-GLADSTONE SECTION
FAU 9671 (S.E. RIVER ROAD)
CLACKAMAS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering All Required $ 74,000.00

Type Code 6201
Roadway (Sta. 50+00 to Sta. 286+52.96)

Subtotal of Previous Estimate of June 13, 1978 $1,042,440.80

Additional Approved Items

| | | | | |
|---|---|---|---|---|
| PA 1 | On the Job Trainee (1@$800) | | All Required | $ 800.00 |
| PA 4 | 6" Perforated Pipe | 400 Lin Ft. | 6.20 | 2,480.00 |
| EW01 | Salvage and Reconstruct Wall | | All Required | 1,000.00 |
| EW03 | Excavate & Back fill Unstable Rd. Bed | | All Required | 7,080.00 |
| EW04 | Repair & Reconnect Sewer Connections | | All Required | 1,000.00 |
| EW05 | Seed and Mulch for Erosion Control | | All Required | 1,150.00 |
| SF02 | Core Drill thru Asphalt Pavement | | All Required | 550.00 |
| CF01 | Sign Stripe Mark Bikeway | | All Required | 24,000.00 |
| | | | Increase | $ 38,060.00 |
| | | | Subtotal | $1,080,500.80 |
| | | | Engineering | 162,074.20 |
| | | | Subtotal | $1,242,575.00 |
| | Credit due adjusting manholes | | All Required | 8,640.00 |
| | | | TOTAL | $1,233,935.00 |

Length of Project -------------- 4.498 miles
Cost of Roadway Per Mile ------- $274,329.70

Work Retained in Program Status
(Not included in amounts below)

Bikeway Construction All Required $ 8,000.00

SUMMARY OF FUNDS (85.8%)

| Description | Total Costs | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 74,000 | $ 63,492 | $ 5,254 | $ 5,254 |
| Roadway | 1,233,935 | 1,058,715 | 87,610 | 87,610 |
| TOTAL | $1,307,935 | $1,122,207 | $92,864 | $92,864 |

Group 1 - 100%
Contract No. 8737
Prefix: 303-1002
Prefix: 303-1933

Milwaukie-Gladsone Section
(Non Participating - State Work)

| | | | |
|---|---|---|---|
| Setting Mail Box Posts | 180 Each | 35.00 | $6,300.00 |
| Furnish Mail Box Posts | 90 Each | 20.00 | 1,800.00 |

8737

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>6-172 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | n Approved; O M B No. 04-R2089<br>State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Clackamas |
| MODIFICATION NUMBER<br>2 | 6-20-78 | Project Number<br>M-9671 (1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 27, 1976, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 70,000.00 | $ 1,246,747.00 |
| Federal funds | $ 60,000.00 | $ 1,069,707.00 |
| Other revisions | | |

This modification is made for the following reasons: To add contract cost and increase Preliminary Engineering

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of June, 1978.

Oregon State Highway Division
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Engineer
*(Title)*

Xx For: H. S. Coulter

State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

file

Oregon State Highway Division
Salem, Oregon, June 13, 1978

Federal Aid Project
No. M-9671 (1)

Milwaukie - Gladstone Section
FAU 9671 (S.E. River Road)
Clackamas County

Revised Project Agreement Estimate.

Type Code PE

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 74,000.00 |

Type Code 6201
Roadway (Sta. 50+00 to Sta. 286+52.96)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 102,156.00 |
| Temporary Protection and Direction of Traffic | All Required | | 2,814.00 |
| Temporary Signs | 900 Sq. Ft. | 7.50 | 6,750.00 |
| Temporary Barricades | 24 Each | 96.00 | 2,304.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectorized | 638 Lin. Ft. | 4.50 | 2,871.00 |
| Flagmen | 1,000 Hour | 1.00 | 1,000.00 |
| Pilot Car | 120 Hour | 1.00 | 120.00 |
| Clearing and Grubbing | All Required | | 2,734.00 |
| Removal of Structures and Obstructions | All Required | | 6,717.00 |
| Ditch Excavation | 230 Cu. Yd. | 7.80 | 1,794.00 |
| General Excavation | 9,620 Cu. Yd. | 6.00 | 57,720.00 |
| Trench Excavation | 2,450 Cu. Yd. | 6.00 | 14,700.00 |
| Finishing Roadbed and Slopes | All Required | | 8,802.00 |
| Watering | 140 M-Gal | 10.00 | 1,400.00 |
| Structure Excavation | 530 Cu. Yd. | 21.00 | 11,130.00 |
| Fiber Filter | 430 Sq. Yd. | 3.00 | 1,290.00 |
| 3/4"-1/2" Gravel in Drains | 55 Cu. Yd. | 43.00 | 2,365.00 |
| 1"-0 Aggregate Base | 11,340 Ton | 7.00 | 79,380.00 |
| Class "B" Asphalt Concrete Mixture | 25,300 Ton | 11.00 | 278,300.00 |
| Class "B" Asphalt Concrete in Leveling Mixture | 4,000 Ton | 11.00 | 44,000.00 |
| Asphalt Cement in Mixture | 1,900 Ton | 74.00 | 140,600.00 |
| Asphalt in Tack Coat | 12 Ton | 200.00 | 2,400.00 |
| Concrete in Walls | 194 Cu. Yd. | 235.00 | 45,590.00 |
| Reinforcement in Walls | 10,660 Lb. | 0.50 | 5,330.00 |

| | | | |
|---|---|---|---|
| 3-inch PVC Pipe | 90 Lin. Ft. | 3.00 | 270.00 |
| 12-inch Culvert Pipe | 450 Lin. Ft. | 6.10 | 2,745.00 |
| 12-inch Sewer Pipe | 4,550 Lin. Ft. | 7.10 | 32,305.00 |
| 18-inch Sewer Pipe | 1,030 Lin. Ft. | 12.70 | 13,081.00 |
| Extra for Pipe Under Pavement | 1,260 Lin. Ft. | 3.70 | 4,662.00 |
| Concrete Manholes | 8 Each | 960.00 | 7,680.00 |
| Concrete Inlets, Type D | 1 Each | 350.00 | 350.00 |
| Concrete Inlets, Type G-1 | 39 Each | 325.00 | 12,675.00 |
| Concrete Sumps, 30-feet Deep | 6 Each | 3,000.00 | 18,000.00 |
| Concrete Sumps, 30-40 feet Deep | 30 Lin. Ft. | 310.00 | 9,300.00 |
| Guard Rail, Type 1A | 588 Lin. Ft. | 9.50 | 5,586.00 |
| Guard Rail Anchors, Type 1 | 8 Each | 250.00 | 2,000.00 |
| Rail End Pieces, Type C | 8 Each | 100.00 | 800.00 |
| CL-5R Chain Link Fence | 340 Lin. Ft. | 5.20 | 1,768.00 |
| Concrete Walks | 2,060 Sq. Yd. | 9.98 | 20,558.80 |
| Concrete Driveways | 710 Sq. Yd. | 17.00 | 12,070.00 |
| Sidewalk Ramps | 4 Each | 120.00 | 480.00 |
| Concrete Curbs | 7,070 Lin. Ft. | 3.40 | 24,038.00 |
| Concrete Islands | 80 Cu. Yd. | 103.00 | 8,240.00 |
| Extra for Asphalt Approaches | 335 Each | 51.00 | 17,085.00 |
| Drainage Curbs | 10 Lin. Ft. | 50.00 | 500.00 |
| Adjusting Manholes | 90 Each | 96.00 | 8,640.00 |
| Adjusting Inlets | 1 Each | 400.00 | 400.00 |
| Bark Mulch | 30 Unit | 100.00 | 3,000.00 |
| Traffic Signal Installation Complete | All Required | | 9,600.00 |
| | | | $ 1,038,100.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | | $ 3,840.00 |
| Temporary Erosion Control (E.W.) | All Required | | 500.00 |
| | | | $ 4,340.00 |
| | | Subtotal | $ 1,042,440.80 |
| | | Engineering | 130,304.20 |
| | | Total | $ 1,172,745.00 |

Length of Project - - - - - - - - - - - - - 4.498 Miles
Cost of Roadway Per Mile - - - - - - - - - - - - - - - - - - - - - - - - - $ 260,725.87

Work Retained in Program Status
(Not included in amounts below)

| | | |
|---|---|---|
| Bikeway Signs and Buttons | All Required | $ 20,160.00 |
| Salvage and Reconstruct Wall | All Required | 1,000.00 |
| Bikeway Construction | All Required | 8,000.00 |

Summary of Funds (85.8 %)

| Description | Total Costs | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 74,000 | $ 63,492 | $ 5,254 | $ 5,254 |
| Roadway | 1,172,745 | 1,006,215 | 83,265 | 83,265 |
| Total | $1,246,745 | $1,069,707 | $88,519 | $88,519 |

Group 1 100%

Contract No. 8737

Prefix 303-1002

Prefix 303-1933

Milwaukie - Gladstone Section
(Non-participating - State Work)

| | | | | |
|---|---|---|---|---|
| Setting Mail Box Posts | 180 Each | 35.00 | $ | 6,300.00 |
| Furnish Mail Box Posts | 90 Each | 20.00 | | 1,800.00 |

STATE COPY

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER
3-91

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-15-78

m Approved; O M B No. 04-R2089

State
Oregon

County
Clackamas

Project Number
M-9671(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 27, 19 76, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 41,800 | $ 70,000 |
| Federal funds | $ 35,840 | $ 60,060 |
| Other revisions | | |

This modification is made for the following reasons:

Increase in cost of preliminary engineering field work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of March, 19 78.

Oregon State Highway Division
*(Official name of Highway Agency)*

By

State Highway Engineer
*(Title)*

By

Technical Services Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

88717

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GEN FILES

Oregon State Highway Division
Salem, Oregon, March 8, 1978

Federal Aid Project
No. M-9671(1)

## 2nd St. (Milwaukie)-Arlington St. (Gladstone) Section County Road in Clackamas County

Revised Project Agreement Estimate.

Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $70,000.00 |
| | Total | $70,000.00 |

Length of Project . . . . . . . . . . . 5.3 Miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 70,000.00 | $ 60,060.00 | $ 4,970.00 | $ 4,970.00 |
| Retain in Program | | | | |
| Contract Work | 830,200.00 | 712,310.00 | 58,945.00 | 58,945.00 |
| Total | $900,200.00 | $772,370.00 | $63,915.00 | $63,915.00 |

| | |
|---|---|
| Group 1 | 100% |
| Prefix No. | 303-1933 |
| Pro-Rata | 85.8% |

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>12-245 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>12-27-76 | State Oregon<br>County Clackamas<br>Project No. M-9671(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Jct. SR99E (Milwaukie), S.E. 5.3 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 10-15-76 | 5.3 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

Pro Rata 85.80%

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 41,800 | $ 35,840 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Deputy State Highway Engineer
*(Title)*
By
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
for: G. L. Green

Date executed by Division Administrator 12-27-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

[illegible] file

Oregon State Highway Division
Salem, Oregon December 14, 1976

Federal Aid Project
No. M-9671(1)

2nd St. (Milwaukie)-Arlington St. (Gladstone) Section

County Road in Clackamas County

Project Agreement Estimate.

Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $41,800.00 |
| | TOTAL | $41,800.00 |

Length of Project - - - - - - - - - - - - 5.3 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 41,800.00 | $ 35,840.00 | $ 2,980.00 | $ 2,980.00 |
| Retain in Program | | | | |
| Contract Work | 830,200.00 | 712,310.00 | 58,945.00 | 58,945.00 |
| TOTAL | $872,000.00 | $748,150.00 | $61,925.00 | $61,925.00 |

Group 1 - 100%

Prefix - 303-1933

8737

1

[redacted]

# Oregon State Highway Division

RECEIVED
STATE HWY ENGR
SEP 7 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

DATE: August 10, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Routed H. S. COULTER

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-9671(1)

Contract 8737, Work Completed May 22, 1979

Project Milwaukie-Gladstone

Highway FAU 9671 (SE River Rd.)

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8-30-79

G. K. H

for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
E. L. Hardt
R. D. Church

Keasey RECEIVED Richards
Jackmond Berg
Hopkins SEP 6 1979 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 27, 1979

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: MILWAUKIE-GLADSTONE SECTION
SE RIVER ROAD
CONTRACT NO. 8737

TO: H. S. COULTER
Highway Engineer

Under date of March 28 of this year you received a letter from Mrs. John Rapattoni, who lives on the River Road project in Clackamas County that is presently under contract. An investigation of Mrs. Rapattoni's complaint followed and you answered her letter using our draft. I have attached copies of both letters for your reference.

Now comes a complimentary letter. I have attached a copy of a letter from Joy and John Burgess, who also live on the River Road project. As you can see, they are very high on the project, especially inspector Bill Burgess' handling of the details. Since, in the Rapattoni correspondence, there was a question of how local accesses were being handled by Mr. Burgess, Resident Engineer Mort Fillmore particularly wanted you to see the letter from Mr. and Mrs. Burgess to, as Mort puts it, "...offset the other letter you received." Incidentally, Joy Burgess is a city council person in the local government of Milwaukie.

I'd like to take this opportunity to commend Mort Fillmore and his entire crew for the way they've handled the River Road project. Due to the many driveways along the project, there have been complex problems dealing with local accesses, drainage, curb returns, width of driveways, etc., especially compounded by the fact that this is a county road and so they have to be brought into the picture. Mort's life has also been complicated by the fact that the Region Engineer lives on the project and drives it at least twice a day, which has caused Mort to get lots of "help" on the project. The project is completed now and is a credit to Mort and his crew.

ELH/cr
Attachments
cc George Bell w/cy of Burgess letter
Mort Fillmore
Bill Burgess, 19012 NE Couch Lane, Portland 97230

RECEIVED
STATE HWY ENGR
JUN 28 '79
REFER TO
FOR

| Info | [illegible] | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

write letter to Mort

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

June 27, 1979

In Reply Refer to
File No.:

Joy and John Burgess
12208 SE 22nd Ave.
Milwaukie, OR 97222

Dear Mr. and Mrs. Burgess:

I have received a copy of your very nice letter to Resident Engineer Mort Fillmore regarding the Highway Division's project to improve River Road between Milwaukie and Gladstone. I appreciate your comments about inspector Bill Burgess and the fine work that he has done on the project. As you might imagine, especially on a job of this complexity, the resident engineer and his crew, particularly those that deal directly with the public, receive very few compliments and most of the comments received from the public are of the other kind. Thank you for your kind words.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Region Engineer

ELH/cr
bc H. S. Coulter
Mort Fillmore
Bill Burgess, 19012 NE Couch Lane, Portland 97230

RECEIVED
STATE HWY ENGR
JUN 28'79
REFER TO
FOR
Info [illegible] R/D D/R Sign Act File

Mr Mort Philmore
Ore State Highway Division
Portland, Ore

Dear Mr. Philmore

My husband and I are very appreciative of the new improved streets on 3 sides of our residential property, 12208 SE 22nd Ave, Milwaukie, due to the obtaining of federal funds and the unique cooperative effort between federal, state, county and city governments that allowed this new road work to materialize.

We wish to especially commend the one man who, in our eyes, did an exceptional job of working with all residents, in dealing with concerns, wishes and in his honest endeavors to resolve them to everyone's satisfaction. Please see that Bill Burgess gets the pat on the back, the praise and commendation he deserves for a very tough job that was exceptionally well done. Thank you

Joy and John Burgess (over)

P.S.
In case you are wondering, Bill Burgess is not a relative of our family and was totally unknown [illegible] before [illegible] [illegible] [illegible] commended.

Jo Burgess

8737

8

April 13, 1979

Mrs. John Rapattoni
14820 S.E. River Road
Milwaukie, OR 97222

Dear Mrs. Rapattoni:

Ieam in receipt of your letter of March 28, 1979, explaining your inconvenience during construction of the curb and sidewalk in front of your residence and lack of consideration for the residents by the State and contractor. I have investigated your complaints and have been advised that the contractor has attempted to contact each resident before blocking a driveway. The main concern, of course, is to see that no one is trapped in their driveway and cannot get out. It is assumed that when no one is home that they are not trapped.

Every effort is made to get the driveways opened as soon as possible, however, it takes a minimum of 7 to 10 days to excavate for the curb, form and pour the curb, grade for the sidewalk, and pour and cure the curb and sidewalk. This generally involves disruption through a weekend.

I have also been advised that the day the contractor and inspector found out that you were on crutches they asphalted a walkway for you from the curb to your driveway.

The area in which you live, from Oak Grove Boulevard to Anspach, is the most confined area throughout the project and you undoubtedly are being inconvenienced more than normal due to the lack of adequate parking near your home. This we regret, but it is unavoidable.

We regret the inconveniences you have put up with and hope that they will be made worthwhile by the improvement to River Road that is being made.

If you have any questions or additional concerns about the project, please feel free to contact the State's Resident Engineer, Mort Fillmore, at 238-7450, or the Region Engineer, Ed Hardt, at the Milwaukie office, 653-3090.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

ELH:cr ji

bc: E. L. Hardt
Mort Fillmore

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 9, 1979

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

TO: H. S. COULTER
Highway Engineer

SUBJECT: COMPLAINT OF MRS. JOHN RAPATTONI
MILWAUKIE-GLADSTONE SECTION
SE RIVER ROAD
CONTRACT NO. 8737

Under date of March 28 Mrs. John Rapattoni wrote to the Highway Division complaining about access to her home during the construction of the River Road project in Clackamas County. You asked this office for a rough draft response, which is attached. Also attached is a transmittal letter by Resident Engineer Mort Fillmore and a report prepared by Inspector Bill Burgess.

The Highway Division is presently doing a project to widen River Road, which is a county road, between Milwaukie and Gladstone. River Road, in front of Mrs. Rapattoni's residence, lays at a 6.5 grade and her home lies 10 or 12 feet above the roadway. Working room is quite constricted for the pavement widening, curb, and sidewalk work which is to be done. I think the problem as outlined in Mrs. Rapattoni's letter was caused by the fact that she was not at home when the curb and sidewalk work in front of her home was started, so arrangements for her access were not made. This work is now essentially completed and her problems of access are now behind us. I think Bill Burgess' report and the draft response which Mort Fillmore prepared adequately outlined the precautions which Mort and his crew and the contractor have been taking, which I believe under normal circumstances would have been satisfactory.

ELH/cr
Attachments
cc Mort Fillmore

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

3700 S.E. 92nd St.
Portland, OR 97266

April 5, 1979

FROM:

H.M. Fillmore
Resident Engineer HMF

SUBJECT: Mrs. Rapattoni Complaint
Milwaukie-Gladstone Section
Contract No. 8737

TO:

Marion Craft
Regional Construction Engineer

Enclosed please find a roughdraft letter to the subject. Also enclosed is a report concerning the constructionoof the curbs and walks on this project.

The area in front of Mrs. Rapattoni's residence was excavated for curb March 19th, forms setand curb poured March 20th, sidewalk area graded March 21st. and walk poured March 30th. As mentioned in the letter an asphalt path was placed after the curb was poured. I don't have a date for that but believe it was the 22nd.

One of her neighbors had been gone 3 days prior to their driveway interruption and he had his Naval car (recruter) trapped. We got him out as soon as possible, but his vehicle was blocked a couple of days.

Out of 335 residences on the project many of whom had concrete work in front of their places, this is the first serious complaint of this type I have had. As Bill states, many times we have violated the cure time to get the driveways back inoperation.

9 GE [✓ RE] RME [✓ RCE] BE
TE RECEIVED RSM
UE APR - 6 1979 RSC
SO REGION I RBI
TO

# Report of Bill Burgess (inspector)

The plans for this project specify Type "C" curbs therefore when curbs & sidewalks are in the same area, two pours are necessary to complete the job. In accordance with Ore ST Hwy Standard Specifications 608.34 (c) vehicular traffic shall be kept off for at least 7 days. But it has been our policy on this project to reduce the cure time to 3 days and back fill with 1-0" to allow the citizens to use the driveways. The amount of 1-0 used for this purpose is reflected in our Material Receipts.

It has also been our policy to notify all persons concerned when we would start work in their particular areas. Sometimes this is not possible because we would find no one at home.

This was the case with Mrs Rapattoni, as stated in her letter, she was in the hospital at the time and we were unaware of this situation.

When we were notified of her physical Condition, we installed a Small asphalt ramp as we were told she was using a Wheel chair. This was accomplished the same day, within an hour or two after we were contacted.

Mrs Rapattoni's driveway has not been blocked off any longer than other driveways in the same area. We know this is an inconvince and have tried to lessen the time as much as possible.

There have been occasions when driveways are blocked longer because of circumstances beyond our control. The Contractor May excavate, for the Curb but because of inclement weather, he was unable to pour as planned. There have been times when he would come back and back fill the areas. There have even been times that he would take down the forms and back fill the trench.

When the Curbs are poured,

the front forms are removed within an hour or so to facilitate finishing of the exposed curb. The back forms are usually left until the next day.

As to her statement, that workers were standing around idle with ~~sh~~ shovels may be true; but the contractor who has this project will not tolerate this type of loafing very long.

Mrs. John Rapattoni
14820 S.E. River Road
Milwaukie, Oregon 97222
March 28, 1979

Director of Engineering for the
State of Oregon
Engineering Division
135 Transportation Building
Salem, Oregon 97310

Dear Sir:

I am one of the residents on River Road where a bicycle path is now being formed. I wish to protest the manner in which the contractor is handling this project.

I had recent knee surgery and was out of the hospital 3 weeks when I came home to find a trench 2 ft. wide and about 2 ft. deep dug across my driveway with wooden frames for pouring a cement curb in it. No advance notice was given to any resident of this action so, of course, no one could have been prepared for it. I was forced to make my way on crutches across the trench and over mounds of dirt and up my steep driveway in order to get to my home. Fortunately, it was not raining. I was offered no assistance whatsoever except for the friend who had brought me home, nor was any attempt made to bridge an area to make the ffort easier. My husband later put planks in place so that I could cross somewhat easier. I still had to walk up and down my driveway in order to get to our car which had to be parked across the street. Residents whose cars were in their driveways when the crew put this barricade up could not get their cars out and the cars that were out could not get back into their driveways. All of this done with no advance notice whatsoever. The frames were not removed unless they were needed further down the street instead of being removed immediately when the cement had hardened. After they were removed, no attempt was made to fill in the trenches in the driveway areas even though at least half a dozen workers with shovels in their hands stood around apparently with nothing to do, and shovel equipment stood idle. After three days of this problem, I called the local engineering department and complained. I was told they had talked to the contractor in charge of the project and they would make temporary arrangements for me. Nothing was done or even attempted. There were workmen standing around as usual with shovels in their hands but evidently, no one told them what to do.

The residents, including my husband, were forced to fill in enough area to allow a car to drive into our driveway in order that they did not have to put up with this inconvenience for the weekend after putting up with it for several days. The resident next door has been recovering from heart trouble but was still forced to shovel dirt. By this time, it had rained and the dirt was mud and my driveway was made even more hazardous for me. Luckily for all concerned, I did not just get discharged from the hospital. You should know too that had I suffered any physical injury to my leg because ot this outrageous condition, I would now be instituting a lawsuit against your department as well as against the contractor in charge of this project.

Unquestionably road projects are necessary and desirable and this project is supposed to be a civic betterment. Also unquestionably, there is some inconvenience to the parties involved. However, there is also a responsibility on the part of the engineers and contractors of any project to put forth some forethought and consideration so that residents are inconvenienced as little as possible. It would have taken very little thought and work to give the residents the feeling they were being considered.

Instead, they feel they are being run over roughshod with deliberate actions of carelessness. These actions continue today as the contractor seems to feel the residents do not matter at all and acts accordingly.

It is no wonder the taxpayers do not favor highway or road projects nor will they vote for any department or project that has so little regard for them. I know I shall not.

Yours very truly,

Mrs. John Rapattoni

Mrs. John Rapattoni

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8737

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 11-30-78 | CC 1925 | | 303-1002-297 |

**BILL TO:** Code:

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, Oregon 97045
Attn: Winston W. Kurth, County Engineer

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Partial transfer of the advance deposit for the construction on the 2nd St. (Milwaukie)-Arlington St. (Gladstone) Section on River Road, FAU 9671.<br>Agreement No. 5763<br>AD 441 | | | |

Advance Deposit Amount $ 87,740.00

Advance Deposit Previously Transferred to Highway Fund $ 2,240.00

Balance $ 85,500.00

Transfer to Highway Fund $ 64,000.00

Refund Due $

Amount Due $

Partial or final request for billing Partial

Number of the previous request in connection with this service. CC 1684

Submitted by: Fred Hildebrandt

Fred Hildebrandt

Approved:

SP*35736-734

Clackamas

Salem, Oregon
November 8, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Milwaukie-Gladstone Section
FAU 9671 (SE River Road)
Clackamas County
Contract 8737

Bryant Jackmond
Contract Administration Engineer

We have reviewed the proposed Price Agreement No. 7 to provide for construction of modified drainage curbs. The proposed 3 inch "bump type" drainage curb we believe is too high and would recommend that it be about 1-1/2" high. The 3 inch height would cause rather severe jolts to vehicles at driveways unless it were crossed very slowly.

If care is used in picking the locations to discharge the water running against the curb, it should solve the runoff problem into yards and driveways quite well.

FE:ab
cc: Fred Eriksen

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# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 30, 1978

FILE:

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

TO: BRYANT JACKMOND
Contract Administration Engineer

SUBJECT: MILWAUKIE-GLADSTONE SECTION
FAU 9671 SE River Road
Clackamas County
Contract 8737

Attached is Price Agreement 7 to provide for construction of modified drainage curbs at various locations on this project. As Mort says in his letter, drainage has been running off of this road in the past, but this widening and overlay will just tend to increase the problem.

This is the type of problem in which we get lots of complaints after the construction is done in which we are accused of adding to the drainage problem or the runoff running off the highway. I drove through the project both ways with Mort Fillmore and I feel that this is something that we should add to this contract. The price is about in line with 1977 prices for modified drainage curbs although the shape is somewhat different, and I would recommend your approval of this price agreement.

MC/gw

Attachment

cc: Mort Fillmore

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FORM E-30

**REGON STATE HIGHWAY D VISION**
**INTER-DEPARTMENT CORRESPONDENCE**

3700 S.E. 92nd St.
Portland, OR 97266

DATE October 25, 1978

TO
Marion Craft
Regional Construction Engineer

FROM
H.M. Fillmore
Resident Engineer HMF

SUBJECT
Modified Drainage Curb
Milwaukie-Gladstone
Contract No. 8737

Please find enclosed a price agreement for a modified drainage curb on subject project. There are various locations on the project where drainage runs down River Road and off into someone's driveway and/or yard. Even though the drainage in most cases has been doing this thru the years, the widening and paving will tend to increase the problem and, also, I believe it is all our intent to alleviate, if possible, problems of this nature. The proposed modified drainage curb is machine laid and will serve the purpose. I have discussed this with Winston Kurth and he approves as long as we use good judgement as to where we use it. The price is 2¢ per foot less than the average unit price during 1977, which I believe justifies the cost.

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# STATE OF OREGON
# MICROFILMED PUBLIC RECORD

( IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070 )

| |
|---|
| NAME OF AGENCY<br>OREGON DEPARTMENT OF TRANSPORTATION |
| TITLE OF RECORD SERIES<br>Construction Contracts |
| ARRANGEMENT OF RECORDS<br>by Contract Numbers |
| INDEX |

**INDEXING BEGINS WITH :** 8692 **ENDS WITH** 8737 to be continued on Reel 200

**FLASH CARDS:**

**REMARKS:**

| CAMERA: MAKE AND MODEL | FILM TYPE | REDUCTION RATIO | REEL NUMBER | PROJECT NUMBER |
|---|---|---|---|---|
| Bell & Howell File Master | 16 mm | 24 X | 199 | |

## CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 18th DAY OF January 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cokeley

SIGNATURE OF CAMERA OPERATOR